

GRAIN DEALERS JOURNAL

Vol. XLII No. 3.

Chicago, Ill., U. S. A., February 10, 1919

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle, gr., fld. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

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Gregg & Son, J., wholesale brokers, grain, hay.*

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Blackburn & Co., C. P., grain revrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahley & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Wack & Co., Henry E., grain, hay, feeds.

BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brks. of country grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.
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Cresser, Fred L., hay, grain, bkg. com.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., C. F., grain brokers.
Taft, R. C., grain broker.

BUFFALO, N. Y.

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Buffalo Grain Co., revrs., fwdrs., consignments.
Churchill Gr. & Seed Co., revrs., shippers.*
Deorly-Elsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.
Antrim & Co., H. S., receivers, shippers.*
Halliday Elevtr. Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.*

CHICAGO, ILL.

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Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett & Son Co., L., grain commission.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commis'n mchts.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Finney & Co., Sam., consignments solicited.
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Lipsev & Co., grain commission.*
Logan & Bryan, options, cash grain.*

CHICAGO (Continued).

Lowitz & Co., E., grain commission.*
Lyman Joseph, Grain Co., grain shippers.
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Grain & Hay Exchange Members.
Blumenthal, Max, grain, feed, hay and straw.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain and Hay Exchange Members.
Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevtr. Co., The, revrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strause & Co., H. M., revrs., shprs, hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.
Stagner Bros., revrs, shprs, grn., hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*
Merchants Elevtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator, We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., revrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. B., gr., hay, congmts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whsle, grain, hay and mill pdts.*
Koehler-Twidale Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

INDIANAPOLIS, IND.

Board of Trade Members.
Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-Rich Grain Co., grain commission.
Heinmiller Grain Co., receivers and shippers.
Hill, Lew., strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.*
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, alra., gr. & ads.

KANSAS CITY, MO.

Board of Trade Members.
Addison-Benton Grain Co., consignments.
Armour Grain Co., grain buyers.*
Aysworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.*
Clay (Frank B.) Grain Co., hedging-mill orders.*
Christopher & Co., B. C., kafir, feterita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Dilts & Morgan, consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, revrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.*
Hinds Grain Co., The, receivers, shippers.*
Langenberg Bros. Gr. & Hay Co., revrs., shprs.
Lansendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.*
Nellis-Witter Grain & Mfg. Co., grain & feed.
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Scouler-Bishop Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., revrs.-expts.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignments-futures.*
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

City Feed Co., The, whsle, hay, grain & feeds.

LITTLE ROCK, ARK.

Board of Trade Members.
H. K. Cochran Co., receivers and shippers.
Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay millfeed.*
George Niemeyer Grain Company.*
J. F. Weinmann Mfg. Co., wholesale gr. and feeds.

LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.*
Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.
Bingham-Hewett Gr. Co., revrs.-shprs, grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Donahue Stratton Co., grain merchants.*
Hensley & Owen, grain commission.*
Kamm Company, P. C., barley and rye.*
Moering Grain Co., grain and feeds.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elevtr. Co., grain receivers & shippers.*
Runkel & Dadmun, grain commission.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.*
Cargill Commission Co., grain commission.*
Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Dairymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain recvrs-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Poehler, H. & Co., grain commission.*
Scroggins McLean Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'lty.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.*
Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Schwartz & Co., B. F., com'ison merchants.*
Therrien, A. F., broker.

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Grain Exchange Members.

Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.*
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Rutledge Grain Co., com. merchants.*
Stowers Grain Co., W. B., com. merchants.*

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Grain Exchange Members.

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Cope & Kearney, grain commission.*
Crowell Elevator Co., receivers, shippers.*
Fisher Rothschild Grain Co., corn and oats.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers & commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., revrs. & shippers.*
Nye Schneider Fowler Grain Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.*
Udlike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

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Board of Trade Members.

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Buckley & Co., grain and seeds.*
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Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. E., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

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Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.*
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.*

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mftrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

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Geidel & Leubin, grain and hay.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Mct'l I. & R. Co., grain, hay & feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

ST. JOSEPH, MO.

Grain Exchange Members.

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Gunnell Windle Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jemima Mills Co., A. J. hominy feed.*
Geiger Grain Co., commission merchants.*
Gordon Comm. Co., T. P., grain dr. and broker.*
Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.*
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkener Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain com.*
Mason Hawpe Grain Co., grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

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McCaull Dinsmore Co., commission.*
McCaull Dinsmore Co., all kinds of grain.*
Quinn-Shepherdson Co., grain commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

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Produce Exchange Members.

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King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain revrs., shippers.*
Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders.*
Bruce Bros. Grain Co., Consignments.*
Kansas Milling Co., grain dept., wheat & corn.*
Wichita Terminal Elev. Co., wheat, corn, oats.*

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

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Exchange Members**E. I. BAILEY**
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SHEPARD, CLARK & CO.
HAY-GRAIN-MILLFEED
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Grain, Hay and Millfeeds
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Members**BOSTON**Chamber of Commerce
MembersC. F. Marden L. S. Tainter
C. F. MARDEN & CO.
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BROKERAGE-COMMISSION Chamber of Commerce, BOSTON**MATTHEW D. BENZAQUIN**
GRAIN AND FEED
Brokerage and Commission
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Malt—Five Tables, reducing any weight from 20,000 to 74,950 pounds to bushels of 34 pounds.

Barley, Buckwheat, Hungarian and Hempseed—Seven Tables, reducing any weight from 20,000 to 97,950 pounds to bushels of 48 pounds.

Corn, Rye, Flax Seed, Kafir and Pop Corn—Nine Tables, reducing any weight from 20,000 to 118,950 pounds to bushels of 56 pounds.

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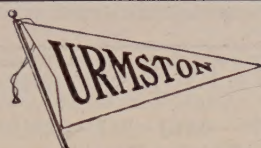
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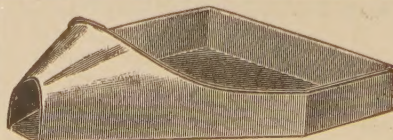
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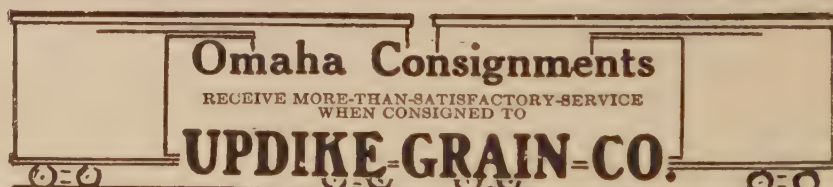
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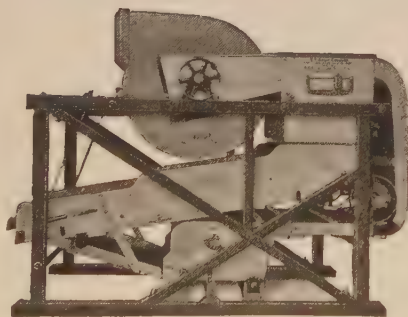
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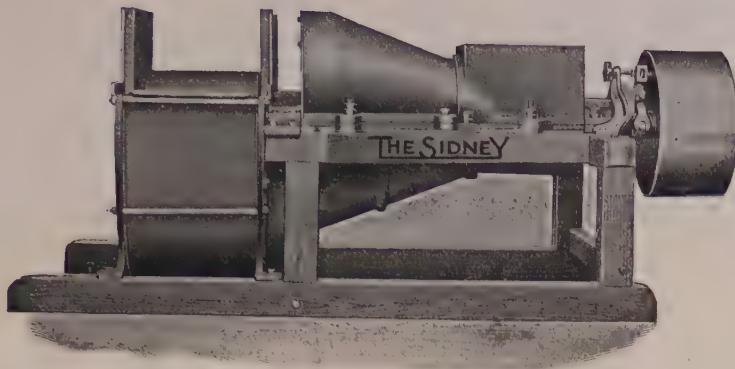
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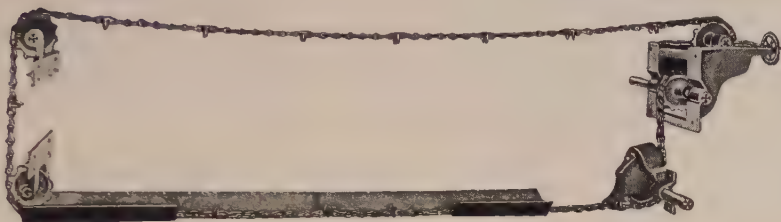
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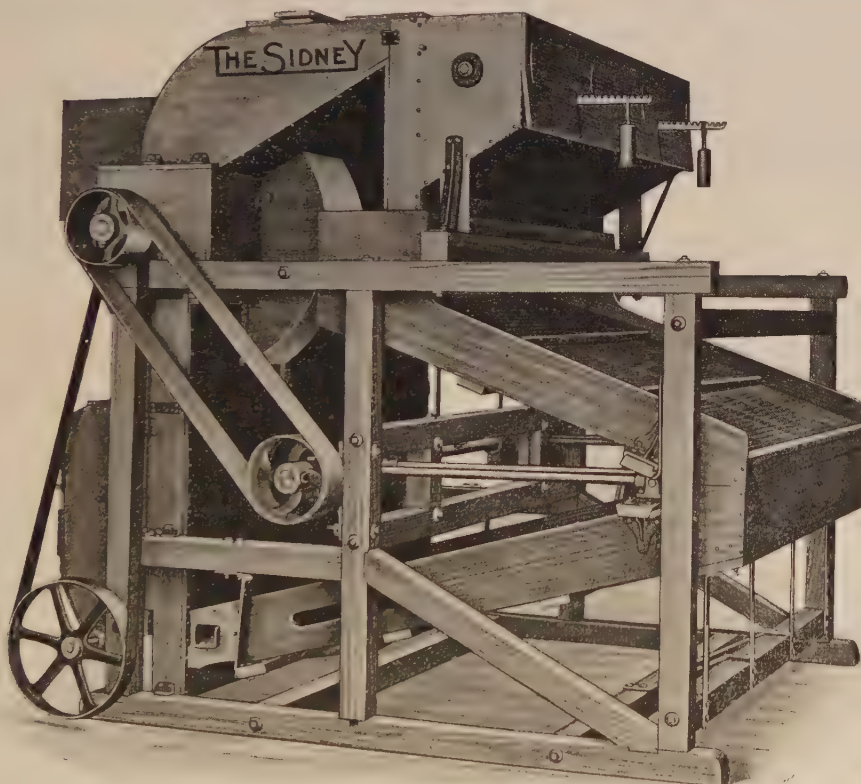
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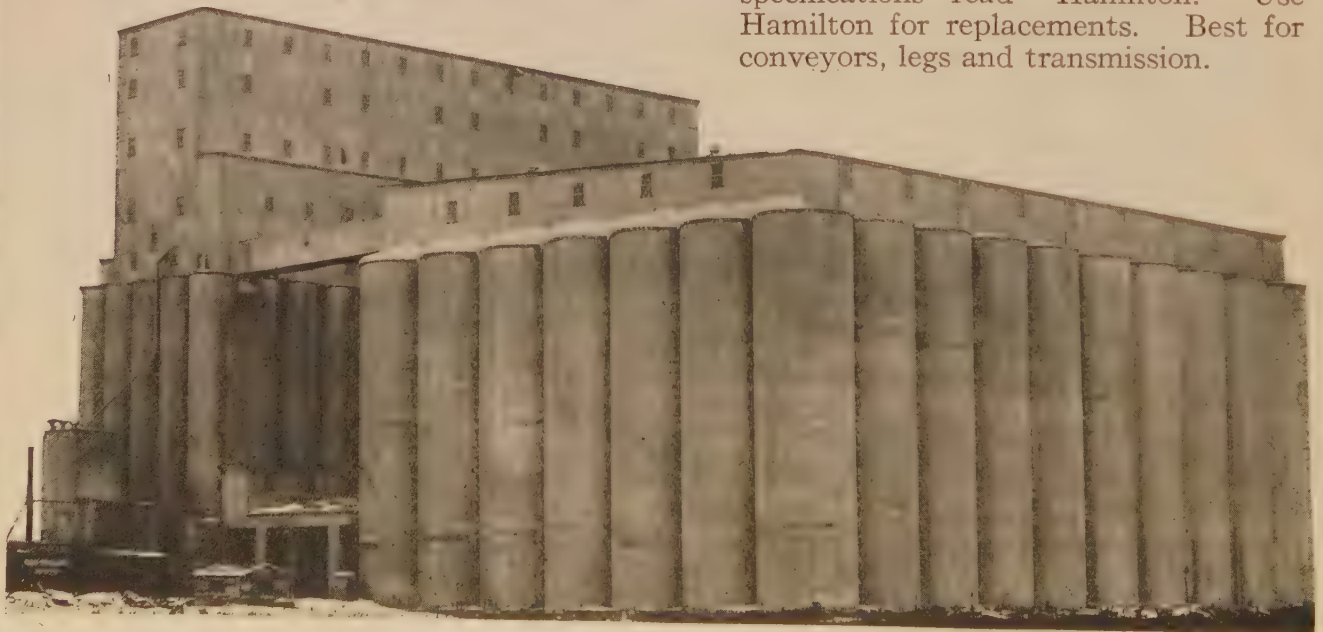
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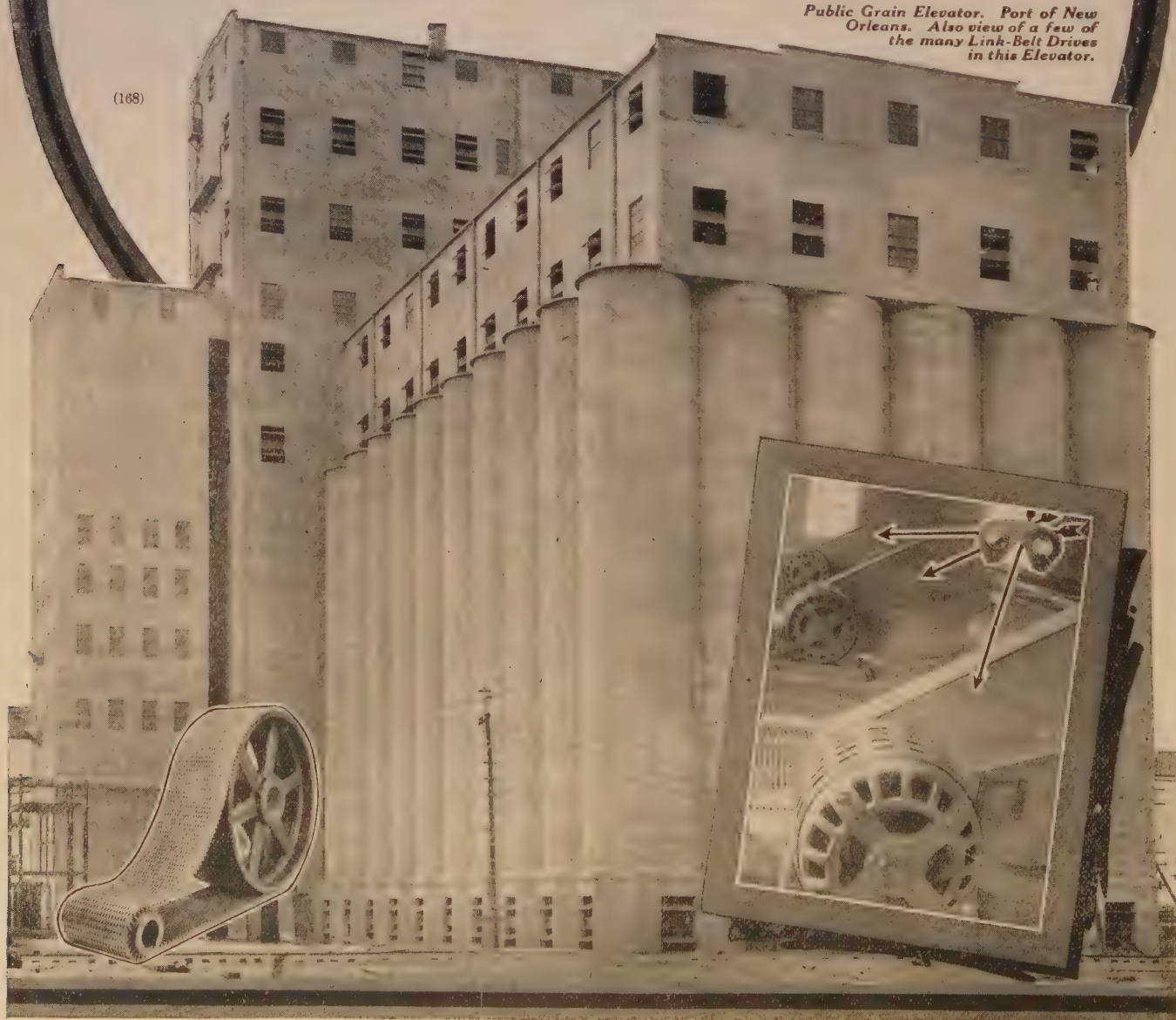
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Public Grain Elevator. Port of New Orleans. Also view of a few of the many Link-Belt Drives in this Elevator.

(188)



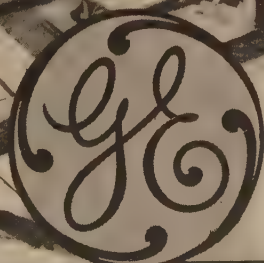
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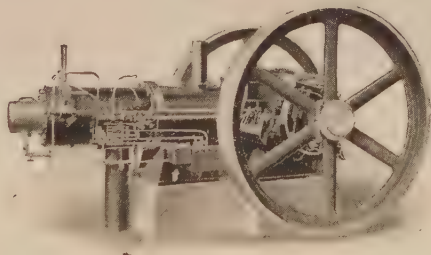
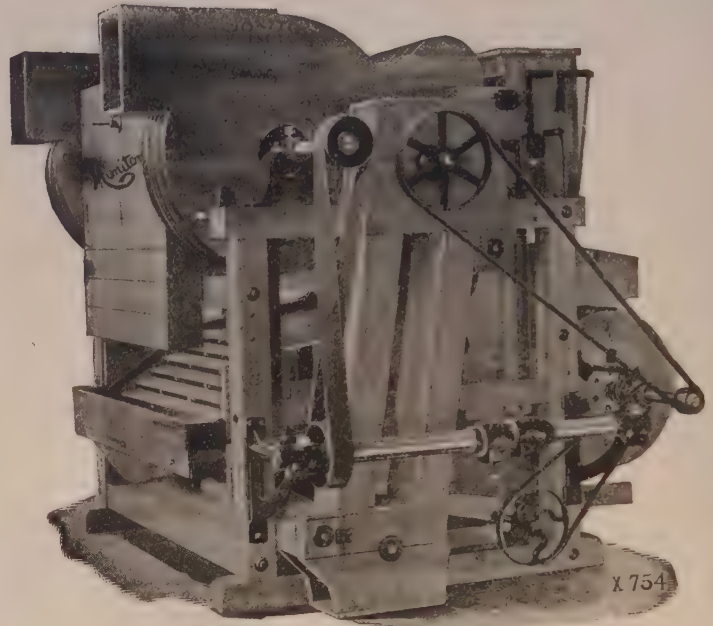


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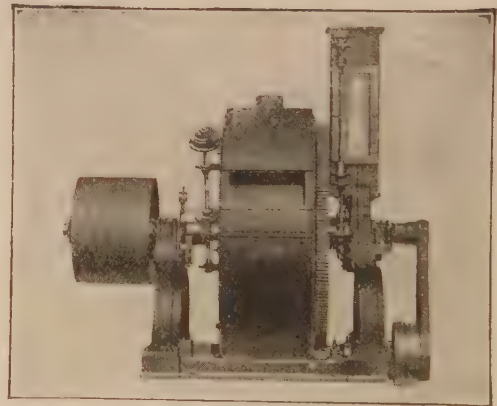
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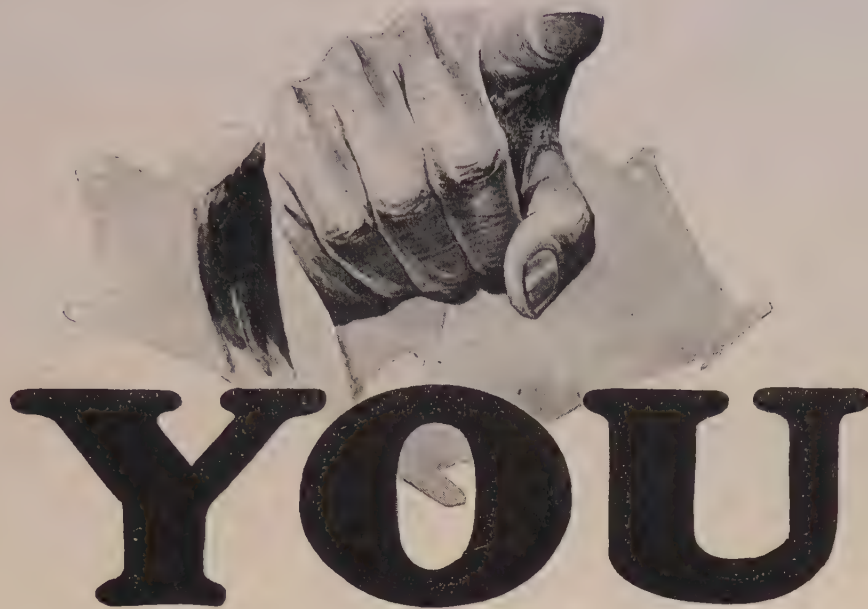
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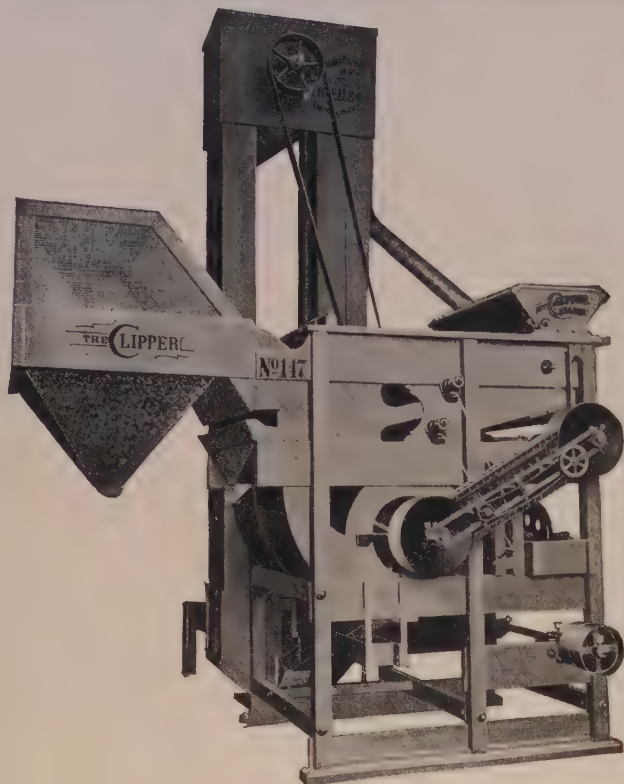
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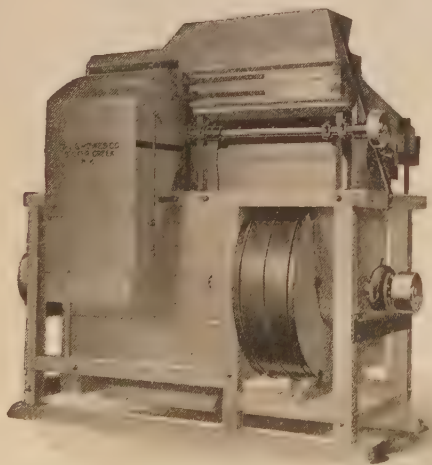
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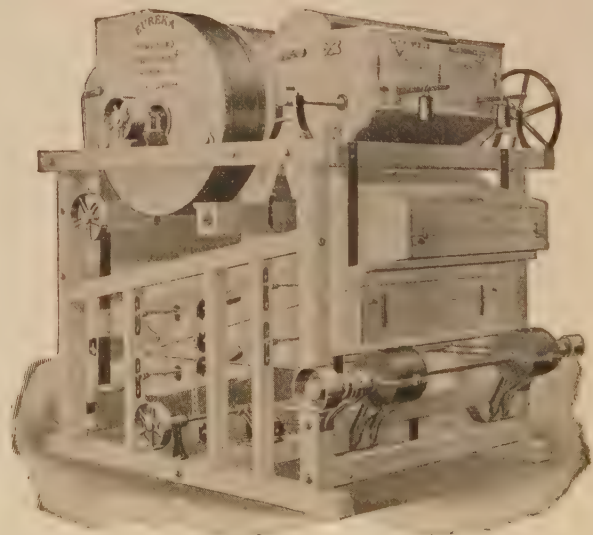
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GRAIN CLEANING MACHINERY



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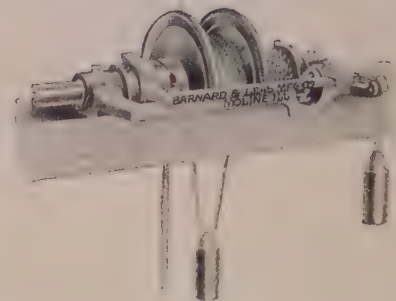
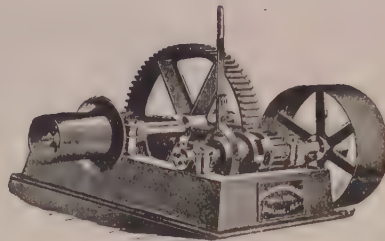
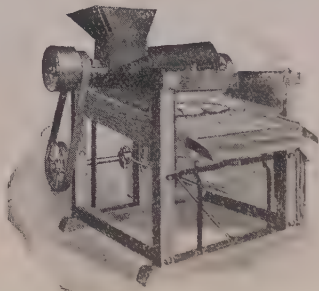
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Tires for automobiles,
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Headquarters for Complete Elevator Outfits

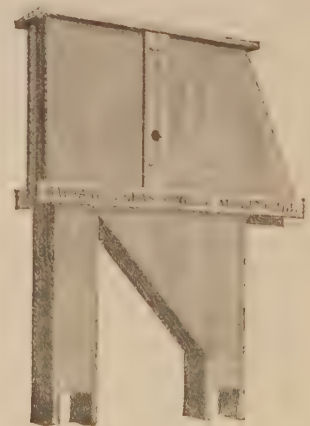
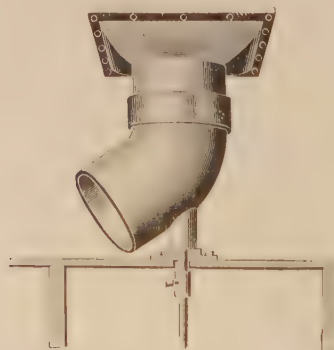
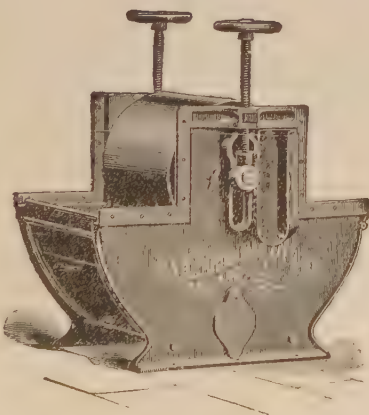


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Whether your requirements are for an engine to meet the needs of the average country grain elevator, cleaning house, terminal station, or for flour and feed mill, you'll find a Worthington Type "W" engine of exactly the right size.

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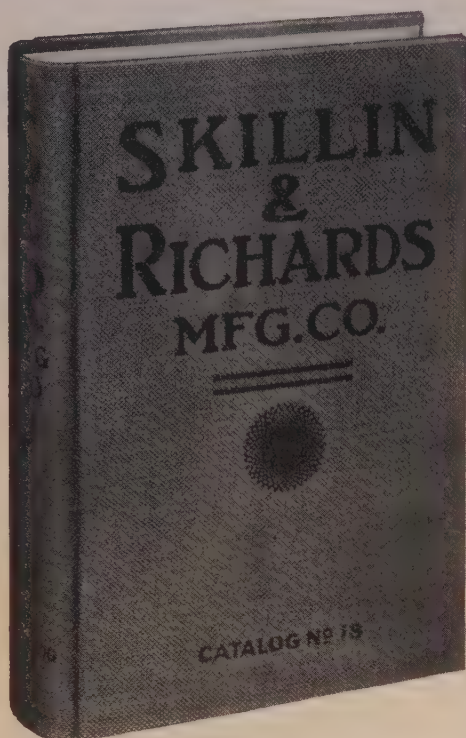
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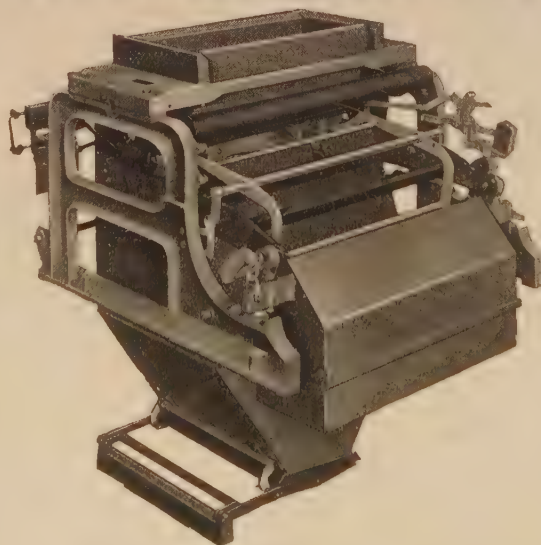
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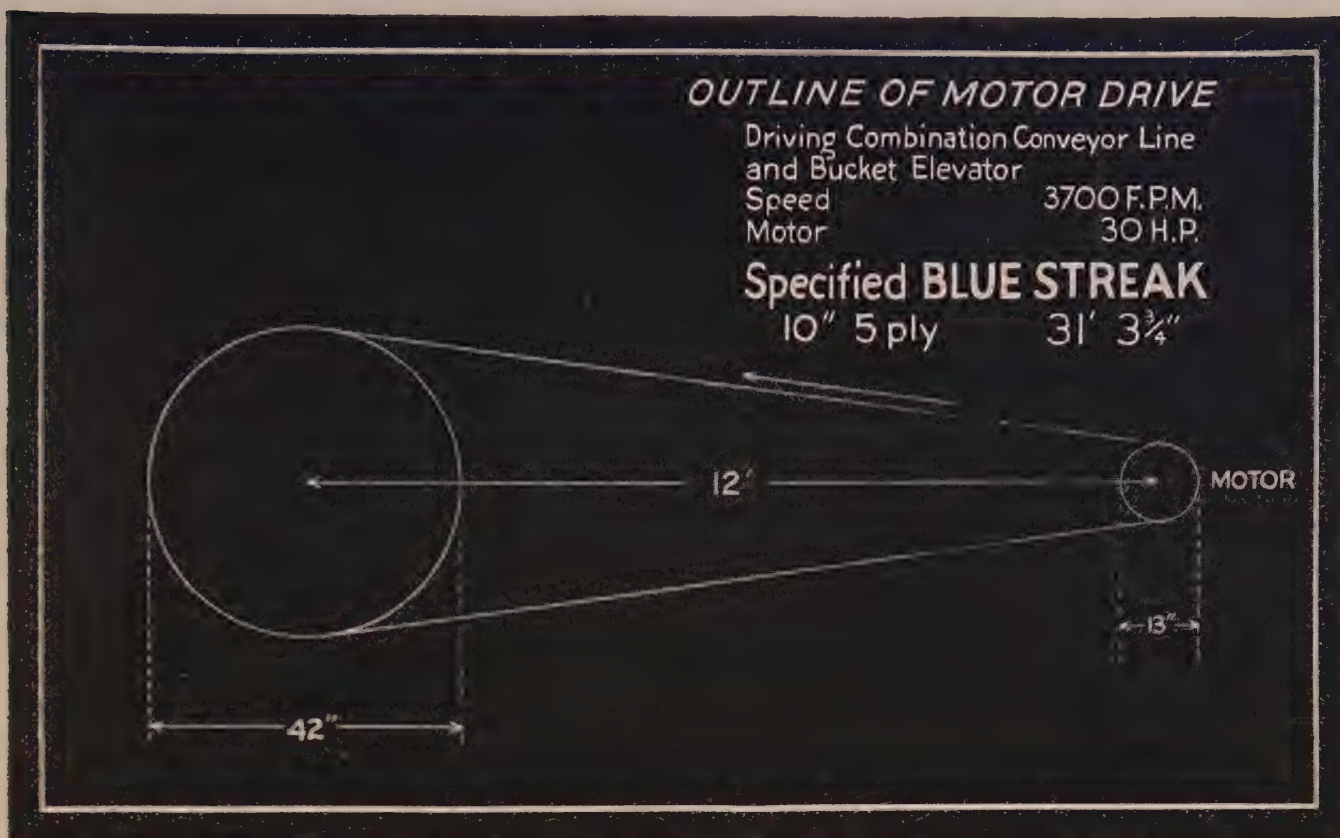
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The Hard Drive That Seems Simple—and the G.T.M

Fifteen belts had been devoured in a plant in Allentown, Penna., in three years by a small motor-drive that seemed to be simple and easy. The fifteen had been of every conceivable type and material. Their prices ranged from the cheap to the most expensive. One day a G.T.M.—Goodyear Technical Man—Mr. Ford from our Philadelphia Branch, called on the plant superintendent. He got a hearing immediately, and it surprised the G.T.M. Generally the first thing he got was a question about prices.

The G.T.M. explained the Goodyear Plan of selling belts only after a careful analysis of the drives to be served—and not as a grocer sells sugar. The superintendent took him to the motor-drive that looked so simple and easy, and told him how it fairly ate up dollars. The G.T.M. looked it over.

He found that the drive wasn't simple and easy at all. It transmitted power to drive a combination conveyor line and bucket elevator—without the use of reciprocal gears. All the strain and vibration of the conveyor and bucket elevator loads were directly on the belt. It just had to be kept exceptionally tight. In addition the drive was in a grinding room so that an excessive amount of gritty dust collected on it, got between it and the pulleys, and ground away at the belt face. The G.T.M. pointed out all these things to the superintendent. "That's true," said the latter, "and what are you going to do about it?"

The G.T.M. thought it over. Then he measured the pulleys, the distance between centers, and the belt speed. He figured for a few moments and told the superintendent that the drive needed a 31 foot 3³/₄ inch, 5 ply Blue Streak Belt—and added that a certain kind of fastener should be used.

Then he quoted the price. It was less than that of some of the previous belts. He got the order—not because of the price, but because his methods of studying the conditions and prescribing the proper Goodyear Belt seemed to the superintendent the logical method. The belt came, was installed March 23, 1917, and is still serving the drive. It has already given over a year and a half of service. The best average before that time had been four and a half months.

The saving effected was so great that the G.T.M. was asked to analyze other drives and to prescribe proper belts. If you have a hard drive, especially if it is one whose belt-devouring nature seems unexplainable, ask a G.T.M. to call. One from the nearest Goodyear Branch will be glad to do so when next he is in your vicinity. His service is free—for the savings it effects for purchasers are so evident and material, that a gratifying volume of business from the plants analyzed is certain to be ours within a few years.

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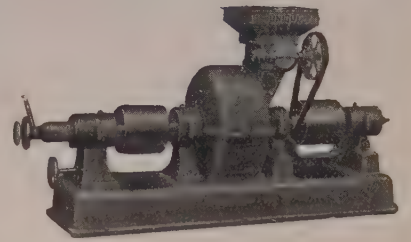
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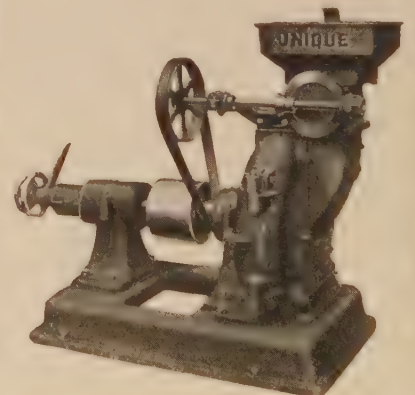
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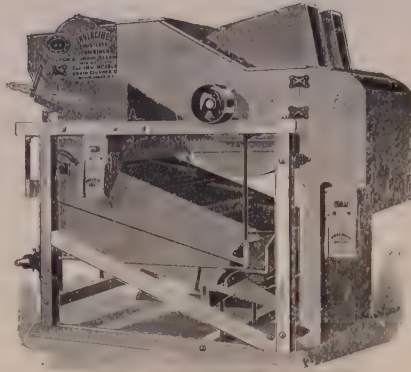
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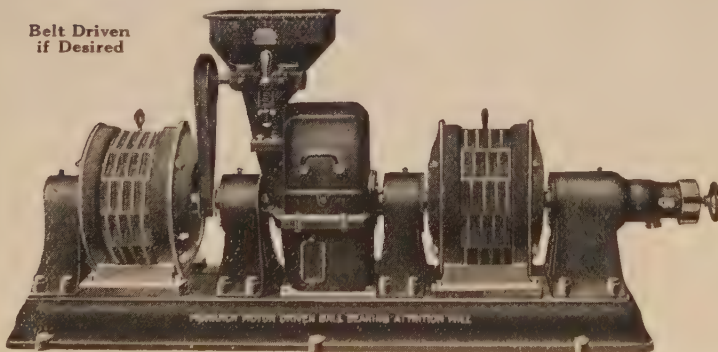
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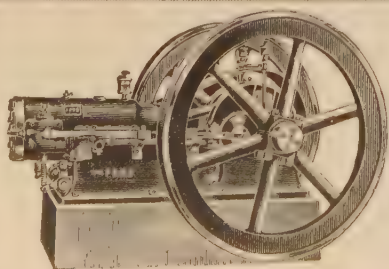
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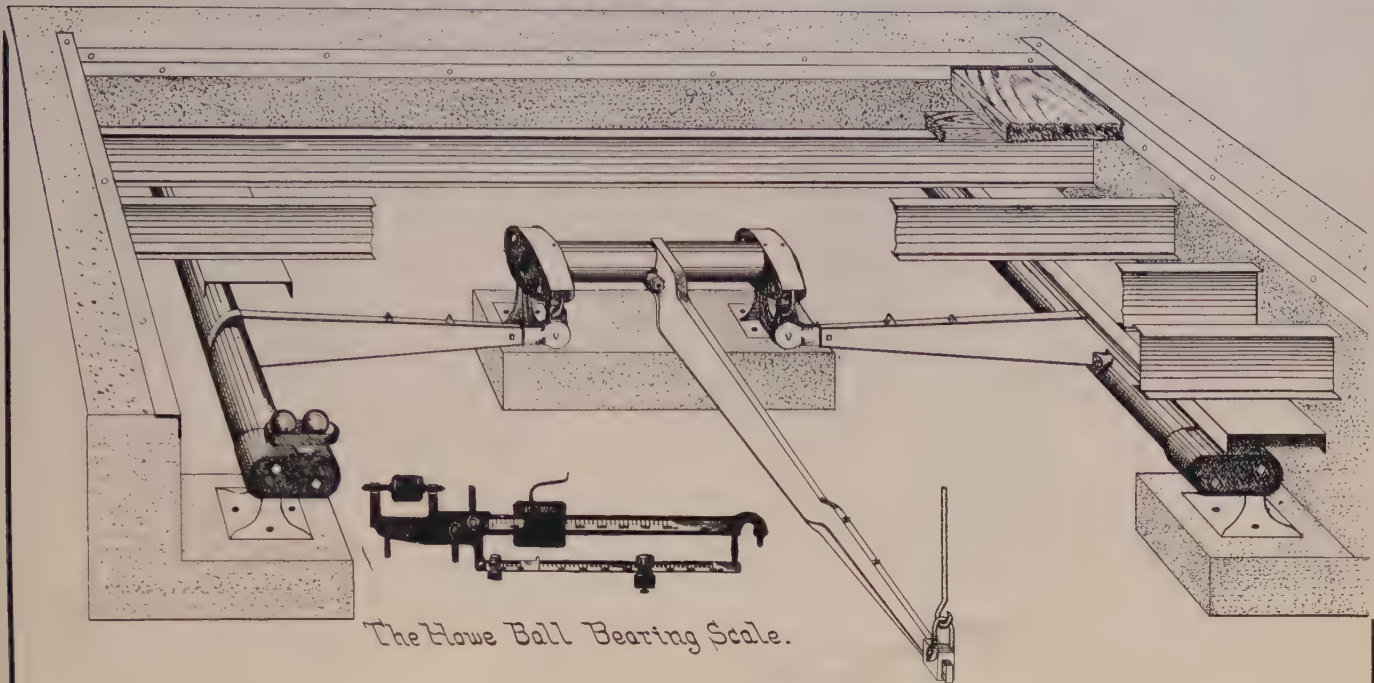
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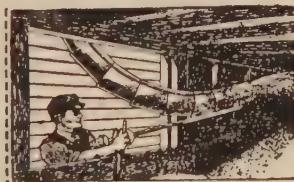
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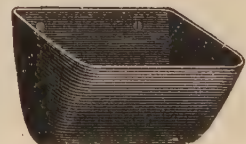
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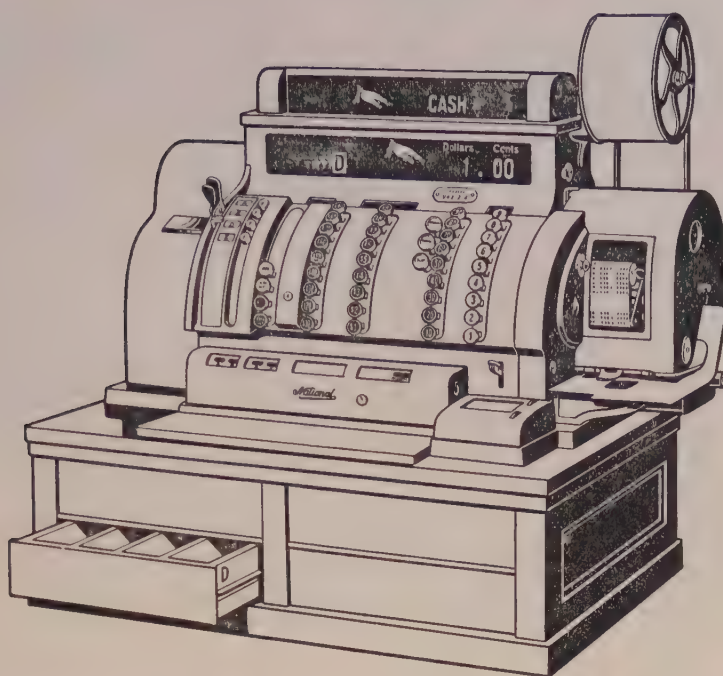
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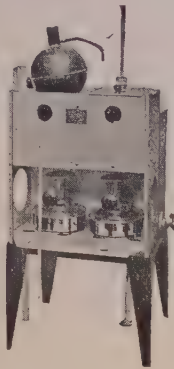
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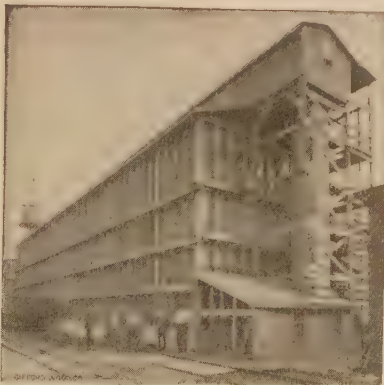
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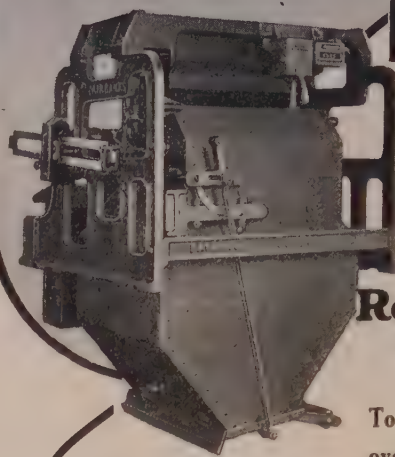
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Territory is being taken every day. This is the time to prepare for Spring business. Write us to-day.

CALUMET STEEL COMPANY

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THE PATENTED CRIMPED ANCHOR

Prompt Shipment in Any Quantity



Speaking of Paint. What kind do you use for tin roofs and other exposed metal or wood work? Have you been satisfied with its service?

DIXON'S Silica - Graphite Paint

is peculiarly adapted for your use. The silica-graphite pigment makes it naturally a long service paint. It has demonstrated its ability to protect metal and wood work for the longest possible time and under the most severe conditions.

Write for Booklet No. 15-B and long service records.

Made in JERSEY CITY, N. J., by the JOSEPH DIXON CRUCIBLE COMPANY

ESTABLISHED 1827

Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

L. J. McMILLIN

525 Board of Trade Bldg. INDIANAPOLIS, IND.

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OUR ADVERTISERS OFFER THE BEST.

GRAIN ELEVATOR BUILDERS

DON'T DELAY BUILDING!

We give you **QUICK ACTION**

Builders of

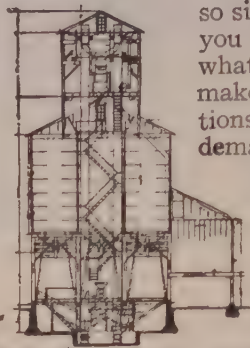
**Grain Elevators, Alfalfa Plants
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NOT A CHINESE PUZZLE, BUT READABLE
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so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

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Especially Designed for Economy of

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Your Individual Needs
are respected when your elevator
is designed and built by

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Write for Details of Our System

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We make plans and build up-to-date
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MINNEAPOLIS & SPOKANE **ELEVATORS**



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We have the most complete
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**GRAIN and COAL
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**"Gain may be temporary and uncertain but
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Year after year we build for the same clients.
There must be a reason.

Let Burrell Engineering & Construction Company
design and build your elevator or mill and be sure your
expense which is constant will be kept to a minimum.

Do not experiment when you make a permanent
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Elevators, Mills, Storage 900 Successful Plants Built and Operating

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Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

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OFFICES { FORT WILLIAM, ONT.
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Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

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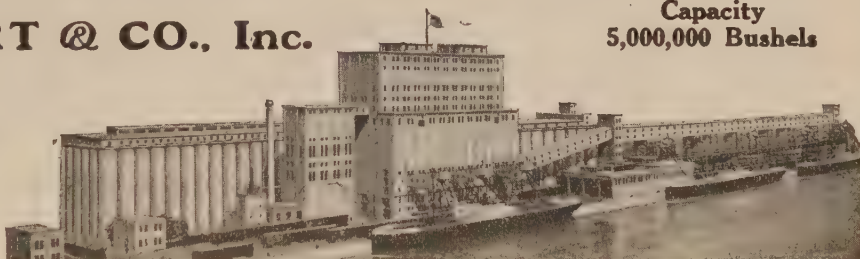
THE MOST MODERN ELEVATOR IN THE WORLD

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Capacity
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**BUILDERS of
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WRITE US ABOUT THE
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Any Size or Capacity

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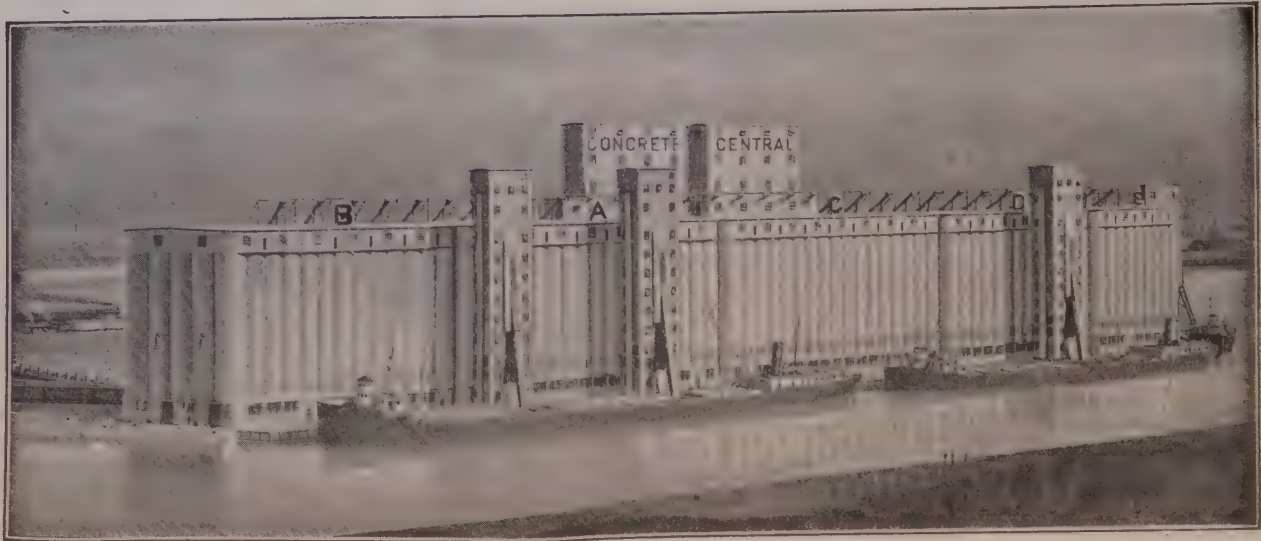
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MILLER, HOLBROOK, WARREN & CO.
DESIGNING ENGINEERS

Reinforced Concrete Elevators
Large or Small

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I GIVE YOU THE BELT for getting subscriptions. Let the good work go on.—
Charles Burns, mgr. Modale Farmers
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ORIGINAL CONTRACT		ADDITIONS
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The Record of Satisfactory Work		Its Reward

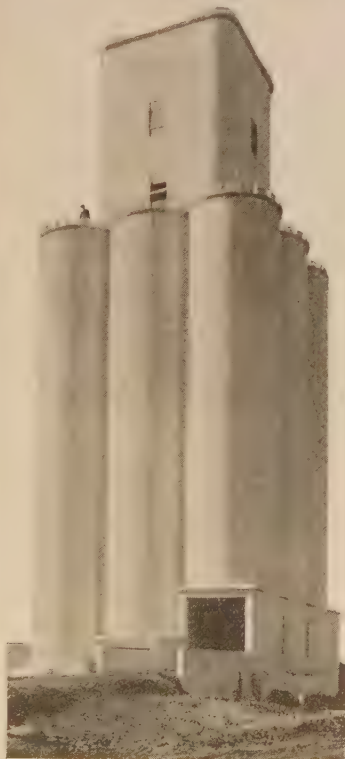
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FORM 222 C. O.
So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

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Designers and Constructors of
GRAIN ELEVATORS

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Contracts and Builds
Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.

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Designers and Builders of
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Plans Submitted Correspondence Solicited

ELEVATORS FOR SALE

If you want to buy or sell an Elevator or anything in the line of elevator equipment try a Liner advertisement on the Classified pages. Send along your special Wants and see how quickly the Grain Dealers Journal can meet requirements. We cover the entire field twice a month.



Elevator No. 2

Manchester Ship
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Manchester, England

1,500,000 Bushels

John S. Metcalf Co., Ltd., Grain Elevator Engineers

54 St. Francois Xavier Street
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FEGLS-BELLOWS ENGINEERING CO. LIMITED

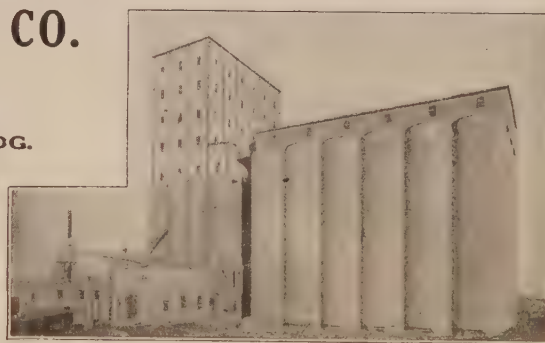
ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
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UNION BANK BLDG.
WINNIPEG MAN.

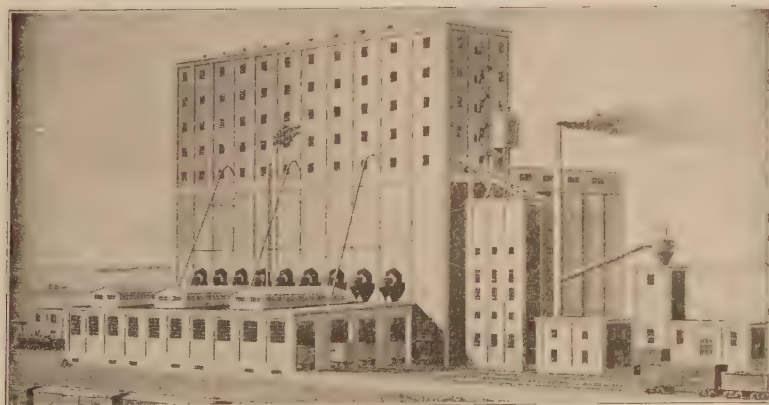
THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
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Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
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Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel

C. & N. W. Elevator

at

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is the latest acknowledgment of our
capabilities as Grain Elevator Engineers
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Builders of Modern, Fireproof
MILLS AND ELEVATORS

Combination Truck and Wagon Dump

We are now in position to supply the trade with a dump that will handle truck, wagon or sled conveyances. Our combination dump is operated direct from drive shaft, with pulley and belt. The power you now have will enable you to operate this dump without any effort on your part, it being simple and positive without any maintenance expense.

Send for catalog and full particulars.

EDWARD R. BENSON COMPANY
312 Grain Exchange Bldg., Sioux City, Iowa



JACKS For Lifting Concrete Forms

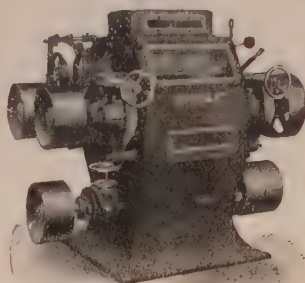
12 Years of Service

Over 4,000 in Use

Nelson Machine Co.
WAUKEGAN, ILL.

THE RECONSTRUCTION

A triumph in the milling industry surely awaits the keen business man. Seize the opportunity now and install a Wolf Mill. Reap the enormous profits during the Reconstruction period. The Nation's Roller Mill will supply the demand with unerring accuracy.



THE WOLF COMPANY
Chambersburg, Pa., U. S. A.

"Builders of Complete
Flour, Corn, Cereal and
Feed Mill Machinery."

**CONE-SHAPE
GRINDERS**

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Wall, Jacobeburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G. N. P. BOWSHER CO., SOUTH BEND, IND.

IMPROVED DUPLICATING GRAIN TICKETS

A book of 250 leaves for record of grain purchased by Federal Grades. Each of the 125 original leaves of white bond paper bears four scale tickets spaced as shown in engraving herewith, is machine perforated. Size of ticket 3x6 $\frac{3}{8}$ inches, or double the size of cut.

The 125 duplicates are printed on manila, but not perforated.

Check bound at top of tickets with hinge top cover, 500 tickets in each book, arranged horizontally. Size of book, 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of good carbon.

The printing is crosswise the ticket and spaces are provided for the necessary entries in their logical order. **Order Form 19GT. Price \$1.10.**

OWNER		
HAULER		
GRAIN	GRADE	DOCKAGE
GROSS		
TARE		
NET		
TOTAL DOCKAGE		
NET POUNDS		
BUSHELS		
PRICE	AMOUNT \$	
STORAGE TICKET NO.		
CHECK NO.		
STATION		
NO.	19	
WEIGHER		
NAME OF FIRM OR BUYER		

Ticket is twice size of cut.

Establish a Fifty Barrel Commu- nity Flour Mill

Every Grain Company should operate one of these proven short system mills.

They PRODUCE the QUALITY, YIELD and PROFIT.

Mill the wheat where it is produced and SAVE about SIXTY CENTS PER BUSHEL that is now paid for shipping it away, and shipping the flour back.

I have spent five years investigating, and believe I know which mill is the best.

If interested, consult me.

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GRAIN DEALERS JOURNAL

305 So. LaSalle St.

Chicago, Ill.

**ACCOUNT
BOOKS** FOR SALE BY
Grain Dealers Journal
CHICAGO

HALL SPECIAL ELEVATOR LEG

No mechanism WORKS right unless MADE right. An elevator leg is a machine. There is only one correct speed for one size head pulley in an elevator leg. Cups must fit the SHAPE of that one size pulley and be shaped to fit the SPEED of that one pulley. Cups must travel fully loaded to be commercially successful. ONE HUNDRED PER CENT is added to the efficiency of such a leg MADE RIGHT.



Elevator legs are our SPECIALTY. We construct legs ONLY. We construct them right. We guarantee non-chokability, capacity and prove our economies in your presence—in your plant.

Can you longer afford to buy inefficiency?

THROWING MONEY TO THE WINDS

Mixing grain in distribution is a direct loss (not in bulk, but in value). It is a greater loss than if you throw away that value in gold. You have lost energy and time (besides the value lost) in the transaction. Is it not rather foolish business?

Send for our Catalogue on Hall Signaling Non-mixing Distributors.

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

Peters' Proven Products Quality Feeds

For Live Stock and Poultry

*A Complete Line of Assorted Feeds for Mixed
Car Load Shipments*

M. C. PETERS MILL COMPANY
OMAHA, NEB.

Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2000 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$2.00. Address,

GRAIN DEALERS JOURNAL, La Salle Street, Chicago, Ill.

TIME IS MONEY

and you can't afford to waste it. If you handle 2,000 loads of grain per year, and it requires 4 minutes to compute the value of each of those loads, that means the expenditure of 8,000 minutes, or a total of about two weeks each year, doing nothing but figuring.

WHY NOT

use a table which does these things for you? Then all you will have to do will be to look at the table (takes about 2 seconds) and have the task completed—and with absolute accuracy. The high prices of grain have put most tables out of business.

WITH OATS

They're high, too, but we can furnish a table which reduces any number of pounds from 10 to 100,000 to bushels of 32 lbs. and at the same time indicates the value at a glance. The table is designed especially for oats, and the prices run from 10c to 79c, with values at ¼c and ½c also indicated. For even hundreds of pounds the value is shown at a glance; and no matter what the weight may be, from the smallest wagon load to the biggest car load, it will never be necessary to make any calculation other than simple addition.

Clark's Decimal Values for Oats is a book of 18 pages, 8¾x11½ inches, printed on book paper, bound in heavy manila. It is as easy to understand as the kick of a mule, and the price while our supply lasts is

\$1.00

Don't forget to say how many you want when you send the draft to

Grain Dealers Journal

305 So. La Salle Street
Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

BEST ELEVATOR and grain business. and fine home, in east Central Kansas, for sale. Address D. Box 2, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR, Coal, Flour and Feed business, located central part of Indiana. Address F. L. Watkins, Kokomo, Indiana.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

TWO ELEVATORS in good grain country near Chicago. No competition. Very little feeding. These are bargains. Address Man Box 3, Grain Dealers Journal, Chicago.

OKLAHOMA elevator, 20,000 bus. cap., cribbed feed house in connection, for sale. Only elevator in town of 2,000. Fine prospect for wheat and a large acreage. Address Bargain, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—50,000 bushel cribbed elevator. Own land, dwelling house, electric power and lights. Handles 200,000 bushels and more wheat, corn and oats. Large territory central western Illinois. Good competition. Price \$12,000—easy terms. Address, Cribbed Box 3, Grain Dealers Journal.

MALT MILL for sale, capacity 750 bushels per hour. Price \$425.00. Good as new. Also two 150 H. P. boilers, engines, ice machine, pumps, air compressors, tanks, belting, pipe, fittings, etc. Also Grinnell Fire Sprinkler Equipment. The Royal Brewing Company, Kansas City, Mo.

ELEVATOR, coal sheds and residence at Centerdale, Ia. Owner sick and retired. Good grain territory. Elevator 10,000 bu. capacity, modern, with seed house attached and cleaning facilities. \$4,000 cash will buy whole outfit. Write to Jos. Schonborn, West Branch, Ia.

GRAIN ELEVATOR to settle estate. Located on C&A R.R. in west central Ill. Carry side lines of coal, salt, cement, flour and mill feeds. Address Mary A. Whalen, Pearl, Pike Co., Ill.

50,000 bu. capacity in town of 2,000; 60 miles from Chicago. Handles 250,000 bus. annually. Fine coal business. One good competitor. \$13,000. James M. Maguire, 432 Postal Telegraph Bldg., Chicago, Ill.

FOR SALE OR EXCHANGE—Elevator, coal and retail feed business located in central Iowa in a good town and doing a good business. Terms to the right party. Address Main, Box 2, Grain Dealers Journal, Chicago.

FOR SALE: Wholesale and retail grain, hay, flour and seed business doing \$500,000 annual business. Located in delightful live Colorado town. Can be handled with \$75,000 actual money. Address Live, Box 2, Grain Dealers Journal, Chicago.

LINE OF THREE New Modern Elevators of 10,000 bus. capacity each. Handling 75,000 to 100,000 bus. each yearly. Located in the splendid soft wheat territory of north eastern Mo. Acreage large, looking perfect. Address S. J., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Ohio steam roller mill. capacity 75 barrels per day, located in Hilliards, ten miles from the State Capitol. On Penn. Ry. with switch. Furnish electric lights for the town. Good business and good wheat country. Address A. J. Shafer Flour Mills, Hilliards, O.

DOUBLE YOUR MONEY within three years by investing NOW in Ohio elevator and coal business. \$16,000 cash—no trade. Address Double, Box 5, % Grain Dealers Journal, Chicago.

40,000 bu. elevator, southwest of Chicago, in town of 600. Handles 250,000 bus. annually. Electric power. Good coal business. \$12,000. James M. Maguire, 432 Postal Bldg., Chicago, Ill.

FOR SALE OR EXCHANGE—Will sell or exchange for town property or farm an Ohio country elevator handling 300 cars of grain, hay and merchandise. Price \$4,500. Address H. F., Box 11, Grain Dealers Journal, Chicago.

FOR SALE—In central Iowa only elevator and lumber yard at station which has store, bank, church and consolidated school. If you are interested in a good business write for full particulars to Sam, Box 11, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—50 bbl. flour mill (practically new), with elevator attached. Located at Watonga, Okla., where we always raise wheat, corn, kafir, etc., plenty of local stuff for the mill, and considerable to ship out. Have good wholesale and retail trade on flour, corn meal, and feed; also retail trade on coal. Marshall Grain Co., Oklahoma City, Okla.

80,000 bu. Elevator and Coal business. located in heart of corn and oats belt of Illinois, handling 250,000 bu. grain yearly. Will be glad to show our books to a prospective buyer. The very best competition, good shipping facilities and located in good town. Good reason for selling. Price, \$12,000. Address Elmer, Box 2, Grain Dealers Journal, Chicago.

WE HAVE two 10,000 bushel and one 25,000 bushel elevator for sale in Nebr., and one 15,000 bushel elevator for sale in Kans. These elevators are right in the heart of the wheat country and have done heretofore a very remarkable business. Elevators are in fine condition as well as the facilities provided. Can make very good price on any or all of these elevators and correspondence is solicited. Gooch Milling & Elevator Co., Lincoln, Neb.

AT A BARGAIN if sold at once, the McCormick Elvtr. Co. elevator located at Logansport, Ind., on large space of ground, suitable for coal yards and stock yards. Suitable buildings for storing feed, straw and hay. Also office building and scales. Elevator built about four years and has all latest equipment. Only two elevators in city, this one located on the south side and the other on the north. If interested call or write, The Logansport Land & Development Co., to whom the property belongs. Geo. W. Seybold, pres.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

ELEVATORS FOR SALE.

THREL well located Elevators, central Ill., close together. One small transfer elevator with Hess drier. Will sell separate or together. Address Transfer, Box 2, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

FOR SALE—12,000 bu. cribbed elevator. Nearly new, handle feeds, seeds, tile, fence, posts, coal and all kinds of grain; also twine, flour and farming implements. This is a first class business in a fine farming community. Address Big Four, Box 12, Grain Dealers Journal, Chicago.

FOR SALE—One of the best elevators in northern Indiana. 50,000 bushel capacity, two dumps, two sets of scales, iron clad, two legs. Elevator in tip-top condition and handles 150,000 bushels of grain per year. Price \$16,000 and no trades. Address G, Box 12, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

WILL LEASE or buy an elevator in good grain section of Missouri near Ozarks. Address Will Box 3, Grain Dealers Journal, Chicago.

WANTED—To buy for cash, first-class elevator showing good volume of business in central Indiana. Address C. A. B., Box 1, Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

WHEN YOU want to buy or sell Nebraska or western Iowa elevators, write to Julian L. Buckley, elevator broker, David City, Nebr.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

ENGINES FOR SALE.

FOR SALE—Gas Engines. 25 h. p. Poos; 25 h. p. Mietz & Weiss; 30 h. p. Remington. Bargain, make offer. Texas Land & Development Co., Plainview, Tex.

FOR SALE—One 65 H. P. natural gas engine; one 50 H. P. Olds gas engine, running at present; one 35 H. P. Springfield natural gas engine. Will sell right. L. J. Rish, Kenton, O.

ONE 15 h. p. International Gas Engine in first class shape. Used only 18 months. Pulleys and belts go with it. Quick sale \$250. Farmers Co-operative Elevator Co., Belmond, Ia.

FOR SALE—8 H. P. Fairbanks-Morse Type N with magneto and throttling governor for kerosene. Good order. Replaced with larger engine. Bargain at \$175. Zenda Grain & Supply Co., Zenda, Kan.

STEAM ENGINES, BOILERS.

FOR SALE—One 65 H. P. steel tubular boiler, Brownell of Dayton, used about 4 years, nearly good as new. L. J. Rish, Kenton, O.

FOR SALE: Compound Engine, 14x30x42, with surface condenser and belt pump, 1 Sterling water tube boiler, 150 h. p., one flywheel 15 ft. in diam., ten grooves, 1½ in. rope. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE—One 9x14 Atlas Engine, 25-h.p., with Chandler Taylor 35-h.p. 44" Tubular Boiler, 14 ft., 26 flues 3½ inch, and 50 foot iron stack, all in first class condition. A big bargain to first comer at \$700 f. o. b. STUDEBAKER GRAIN & SEED CO. Bluffton, Indiana.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

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An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

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WANTED, position as elevator manager. Six years' experience. All reference; 46 years old; no boozier. Can care for books. Address Care, Box 2, Grain Dealers Journal, Chicago.

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WANTED—Position as agent for good firm. At present employed, aged 45, married. Able to handle any side line, all makes of machinery. Will give satisfactory reason for wanting to change. Address Efficient, Box 12, Grain Dealers Journal, Chicago, Illinois.

WANTED POSITION in Grain Business as traveling salesman, or manager of wholesale and retail grain elevator. 8 years' experience in New England states. Now employed. Will go anywhere. Address Capable, Box 2, Grain Dealers Journal, Chicago.

LIVE, capable executive, married, age 35, desires position with cash grain or feed manufacturing firm. Have had extended experience in office management, together with purchasing and sales dept. work. Neal, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of a farmers elevator in Montana, or the western states. Seven years experience as manager of a farmers elevator in No. Dak., handling all side lines, also retailing lumber. Married, 31 years of age. Will be open for employment after May 31. Present employers as reference. Address Open Box 3, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.

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WANTED—Manager for small country station, handling grain, coal and lumber. Begin work at once. Address, Holcomb-Dutton Lumber Co., Sycamore, Ill.

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EXPERIENCED and capable grain and elevator man with about \$5,000 to invest can learn of good opening by corresponding with us. Do not answer unless you have the money, the push and first class reputation. Address Esco Box 3, Grain Dealers Journal, Chicago.

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SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

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Miscellaneous lot of shafting, 1-15/16" and 2-7/16".

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Write us without delay.

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One Wood Frame portable hand power seed tester called pace maker, manufactured by Dubuque Turbine & Roller Mill Company, Dubuque, Iowa. \$25.

One All wood portable, invincible, dustless compound shake double receiving testing separator and dust collector No. 17121 valued at \$725.

One Improved Robertson Thompson Indicator for measuring power of steam engines \$45. Address Donmeyer Gardner Co., 210-18 Eaton Street, Peoria, Illinois.

AN UP-TO-DATE grain elevator office means one with a safe, modern filing devices, a typewriter, an adding machine, labor saving account books, codes, grain tables, simplified book-keeping books. Wherein does your office fall short? Write and tell us about it and we shall be glad to either furnish you with, or tell you where you may secure everything necessary to make your office a strictly modern one. **THE WANT AD MAN.**

I AM GLAD to say that the Grain Dealers Journal is the best I take, and I would not do without it.—R. J. Mitchell, Lewistown, Mont.

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FOR SALE—A number of 9x18 and 9x24 rolls in good condition. The latter have been overhauled, repainted and good as new. Maney Export Company, Oklahoma City, Okla.

FOR SALE—1 Wolf receiving separator; also 4 stands of 6x18 case rolls and 6 extra 6x18 rolls, all in good working condition. Address Barr & Co., Stoutsville, Ohio.

FOR SALE—Two roller mills. One three pair high 9x18 Barnard & Leas; and one three roll Wilford. \$300 and \$100. Wm. Ringle & Co., Cambridge, Ill.

FOR SALE: 1—20 h. p. Fairbanks-Morse oil engine; 1—8 h. p. International oil engine; 1—25 K. W. Edison dynamo; 1—5 K. W. Ideal dynamo. These machines are all in good shape and have been used in my light plant. F. A. Oline, Amoret, Mo.

SECOND-HAND MACHINERY for sale. We have belting, shafting, pulleys, chains, sprockets, Pillow Blocks, Idlers, Hall's Signaling Distributors, Cast Iron Boots. 12" Rubber belt with buckets attached. 12" Cotton belt with cups attached and Flexible Grain Spouts. Write us for prices. Benedict Lumber & Fuel Co., Benedict, Neb.

Under **SITUATIONS WANTED** you will find a capable manager, grain buyer, or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

You want to get in touch with a better position than the one you have. There is a better one awaiting you. In fact, just the position you want you will locate thru the **HELP WANTED** column.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. **WM. ROSS & CO.**, 409 N. Peoria St., Chicago

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FOR SALE—One latest pattern 5 ton Howe Scale 14' platform with compound beam, completely overhauled and guaranteed, price \$125.00. The Howe Scale Co., Kansas City, Missouri.

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WOULD YOU BUY larger scales if you knew you could sell the scales you have? Try an ad in the **SCALES FOR SALE** column and see how quickly your scales will be sold.

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FORDS START EASY IN COLD WEATHER with our new 1919 carburetors. 34 miles per gallon. Use cheapest gasoline or half kerosene. Increased power. Styles for any motor. Very slow on high. Attach it yourself. Big profits for agents. Money back guarantee. 30 days trial. Air-Friction Carburetor Co., 660 Madison, Dayton, O

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RE-CLEANED Penna. Buckwheat. Grain in excellent milling condition. H. B. Low & Son, Orangeville, Pa.

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WE ARE GLAD, hampered as we have been by government restrictions and regulations, strenuous times and the fact that we had no corn to handle, that we were farsighted enuf to conserve when conserving was good so that we are able to renew our subscription to the most excellent Grain Dealers Journal. We look forward to receiving it with pleasure, knowing that it keeps us in close touch with grain and allied industries.—C. S. Reed, Windfall Grain Co., Elwood, Ind.

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Cole Seed Saver Co., Japan clover whsil.

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Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., whls. seed mchts
Radwaner, I. L., field & grass seeds, exp. imptrs.

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Philadelphia Seed Co., Inc., The, whse. field sds.

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GUARANTEED SEEDS; Kafir \$2.50;
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DON'T FORGET US

We want Clover, Alsike,
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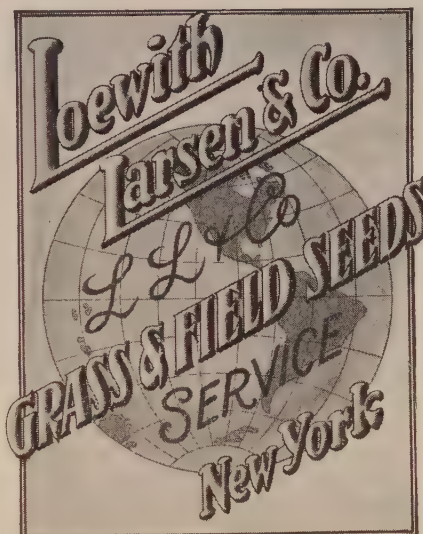
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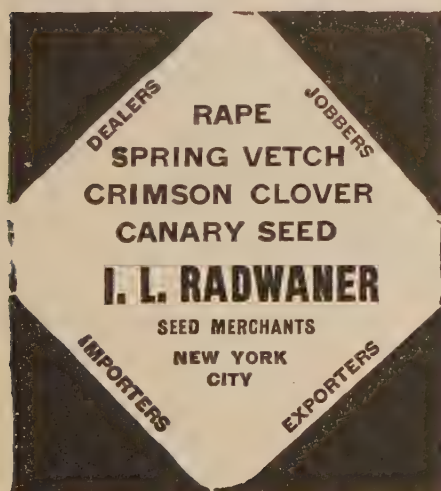
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[Incorporated]

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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, FEBRUARY 10, 1919

ARGENTINE sold its surplus wheat to Great Britain last week at \$1.55 per bushel, payment to be made in 5% bonds. Can we expect Europe to pay \$2.39 for our wheat when good wheat is obtainable elsewhere at a much lower price?

FREIGHT car thieves arrested in Chicago recently are credited with having stolen over \$100,000 worth of freight during the last three months, but the claim agents have not yet heard of it and, of course, will not acknowledge that freight is ever stolen out of box cars.

GRAIN DEALERS who lost heavily when the government first fixed the price of wheat have not succeeded in securing any sympathy from Congress, so they will exercise unusual caution in carrying over wheat of any crop the price of which has been guaranteed by the government. Then too, they will not overlook the fact that the President's proclamation provides the price only for wheat of the United States standard grades. If the Grain Corporation takes advantage of the letter of the President's proclamation then off grade wheat may earn a discount of \$1.00 a bushel.

ARRIVAL of another shipload of wheat badly infested with weevil at Seattle affords American grain men the gratification of asserting we handle wheat better in the United States than they do in Australia. But why ship wheat to America when it is "so badly needed in Europe"?

COLLECTIVE SELLING is the program of the new aggressive organization of the Illinois Agricultural Ass'n that ought to find its work in the handling of perishable produce rather than engage in the grain trade, the machinery of which already has been perfected to expedite the movement of crops to market at the lowest cost.

THAT the new Director General of Railroads is too good a lawyer to pretend the Administration can make rates without the consent of the Interstate Commerce Commission is shown by his recent formal statement that "The federal control act places the review specifically in the hands of the Commerce Commission and the Director-General has recognized this authority by being represented before the Commission by counsel who have argued as to the merits of contested rates."

THE PENALTY clause finds no place in the by-laws of the up-to-date co-operative elevator company. If the co-operative company becomes so inefficient that it is unable to compete in prices and terms with other elevator companies, the presence of this clause in the by-laws simply forces the farmer to sell his stock in the co-operative company in order to be free to sell his grain to the best advantage. Many companies have stricken the clause out of their by-laws and those still having it do not enforce it, as it is illegal. The third decision sustaining this point was rendered last month by the Supreme Court of Colorado and is published fully elsewhere in this number of the Journal.

ARBITRATION committees are not worthy the name when they ignore the principles of doing business and settle a dispute by "splitting the difference." No merchant can afford to be a member of an ass'n or exchange if his just claims are to be cut down one-half, irrespective of the merits of the case; and such compromise decisions do much to discredit arbitration. In a recent case where one party supposed he had bot barley screenings on the basis of 48 lbs. to the bushel while the other supposed he had sold on the basis of oats at 32 lbs. the arbitration committee of one grain exchange awarded the plaintiff 6 cents per bushel, or one-half his claimed loss, ignoring the principle that where the minds of the parties do not meet there is no contract. The Board of Appeals rightly dismissed the complaint.

LARGE FLOUR stocks at some ocean ports as well as large wheat stocks at every grain center would indicate that the Food Administration will find it necessary to move wheat and its products abroad much more rapidly than it ever has moved, if the surplus of the 1918 crop is to be shipped before the 1919 crop begins to move.

LIVE STOCK FUTURE delivery trading is now being taken up and strongly advocated by the leading live stock journals to protect cattle feeders from the fluctuations of the market. At present the feeders are forced to speculate whether they will or no, while most of them would rather be sure of the certain profit on the increase in the value of the cattle on feed. This is a pleasing recognition of the value of future delivery grain markets.

McADOO of the Railroad Administration quit while the quitting was good, but the head of the Post Office Department is staying long enough to earn the ill will of the 'phone using public and the laborites who expected to benefit by government control. Now the telegraphers union adopts resolutions asking Pres. Wilson to dismiss Burleson because his treatment of the telegraphers has been "most extraordinary, outrageously unjust, un-American and un-Democratic." Who asked the Government to take over the wires?

FEDERAL SUPERVISION of water transportation and the improving of all navigable streams, swamps, creeks and bayous, would no doubt meet with the ready approval of every river and harbor Congress delegate whose pet hobby is more waterways. Year after year we hold water way conventions and congresses without number and continue favoring the railroads with an ever increasing percent of the total amount of freight moved. Theoretically waterways are an absolute aid to lower freight rates but in reality they accomplish little. The great state of New York in rebuilding the Erie Canal spent much more than the cost of a four track railroad from Buffalo to New York City, yet the Canal has had little influence on railroad rates between these two points and comparatively little freight is moved over it. The Canal is operated about six and one-half months a year while a four track railroad could be operated every month in the year and if the tracks were used to move freight only, with no stops at interior points, grain could be transported from Buffalo to New York as cheaply by it as by the antiquated canal boat. The improvement of the waterways when they are needed or when the people will use them would be fully justified, but to improve them when the people do not care for them and will not use them, is a woeful waste of good money.

PEORIA the great distilling center of the United States is preparing to convert its distilleries into sugar factories through the employment of a new process so that Peoria will continue to afford a strong market for corn.

TAX PAYERS who have recognized the wonderful advantage of fixed prices for food products, may now console themselves with the thought that the average per capita tax needed to make good the government guaranteed price for wheat will not amount to much more than \$15 per capita. If you haven't the \$15 borrow it from your Congressman.

NOW that all licenses and regulations on the coarse grain products and export regulations on coarse grain have been cancelled, grain dealers will busy themselves encouraging farmers to reduce their wheat acreage and give some attention to the other grains. If we do not grow corn, how will it be possible to relieve the hog's squeal? The price of \$17.50 for hogs at Chicago may be fully justified next year.

THE telephone and telegraph wires will be returned to their respective companies Dec. 31st, 1919, if a bill agreed upon by the postoffice committee of the House becomes a law. The patrons of the telephone and telegraph companies have been so exasperated by the wretched service and the increased rates, that they have gone after the members of Congress with frequent and earnest protests and no doubt will continue to do so, so that the bill favorably reported by the House committee has favorable chances for becoming a law even though the life of the present Congress has but twenty-two days to run.

MANY PERSONS, both farmers and grain dealers, have protested time and again against the unreliable information published in the government's weekly price circular. So long as collectors of such information depend upon the irresponsibles for market information, the prices will be worthless and those who accept the tips of the government's agents as to where grain can be hot or sold at the prices quoted, are sure to be enmeshed in a world of trouble. The very fact that many unscrupulous dealers are using the government agents to mislead the unwary, will soon bring the unfair practices of the government into disrepute with everyone interested. Grain dealers who get reliable information by wire or thru daily market reports, are not accustomed to depend upon week old market information for guidance in either buying or selling. So long as those who depend upon the weekly price circular for their guidance, do so without investigation as to the reliability of the quotations, they no doubt will drift along in utter ignorance of the fact that they are frequently being misled.

MINNEAPOLIS grain merchants are again forced to give an education in grain marketing to the new crop of state legislators who have sponsored another anti-futures bill. As the farmer is the beneficiary of the open, competitive system maintained by the present organized markets the burden of schooling the lawmakers properly should be borne by the producers.

ARGENTINE proposes to prohibit all exports of wheat purchased at a price less than the equivalent of \$1.53 American money, without bags, fob Buenos Ayres, and would prohibit the exportation of corn which has been purchased at a price equivalent to less than 74c per bushel American money. These prices are far enough below the prices prevailing in the United States to make it an easy matter for producers to realize the prices specified by the government.

THE Railroad Administration has persisted in raising salaries of all workers so rapidly and out of all reason, when service performed was considered, that its increased revenue has been entirely dissipated, so it will now undertake many economies in operation which will greatly reduce service to the public and in many cases make it extremely difficult for grain dealers to do business. Small stations are now being closed and abandoned, thus making it difficult for shippers to do business at such stations because, the agents at nearby stations are averse to taking on any new cares or responsibilities. The Pennsylvania, Northwestern and several other lines, have also let out many employees, because business is light. Grain dealers who own elevators at small stations might be able to have the manager of the elevator appointed assistant to the agent at the nearest open station and thus take care of their own shipments.

AUTO TRUCKS are being used more and more extensively by farmers of the United States. According to statistics compiled by the Goodrich Rubber Co., farmers last year used 78,789 trucks in hauling farm produce to market and the farmers are realizing such handsome prices from everything they have to sell, no doubt a hundred thousand more of them will buy auto trucks this season, which will necessitate every elevator providing some facilities for receiving grain from trucks. Many grain elevator owners are preparing hoppers outside their elevator driveways for the receipt of grain from trucks. Those who attempt to unload trucks in driveway by hand, when there is a good movement of grain, handicap their business and delay all the farmers who have wagons waiting to be dumped. The auto truck presents a real problem to the elevator operator, but no doubt it will soon be solved in a practical way as many mechanical experts are working to attain its solution.

KANSAS has a new Governor and he is convinced that the best way of discouraging living profits for grain elevators, mill and other manufacturers is to enact laws empowering the Attorney General to investigate those concerns suspected of profiteering. Kansas farmers have profited more during recent years than any other Kansas citizens interested in the marketing of commodities, yet nothing is said about the farmer. The middleman has been maligned and traduced so long, that many well informed politicians have become obsessed with the idea that the middleman is a non-essential. No real student of modern business ever expects to do away with the middleman, but the average politician is only too happy to do away with anything which will pull him more votes.

FOOD ADMINISTRATORS who mix into trade disputes involving nothing but a question of money between two middlemen lack sufficient intelligence to discern that the complainant is simply using them as a cats-paw to collect claims that have no standing in court. One Kansas shipper threatened with revocation of license unless he pays an unjust claim, as reported in this number, calmly asserts he will keep the money and they can take away his license. In another case the federal food administrator of South Carolina ordered a Cairo grain company to pay a demurrage bill of \$41.20 to the buyer who had refused the shipment, never handled it, paid no demurrage and whose refusal to accept was wrongful, when the seller had once paid the demurrage and other charges on diversion to another party to handle for his own account. It seems incredible, but it appears the food administrator thought the seller was undertaking to perpetrate a fraud by loading No. 2 when the buyer thought he might be getting No. 3.

WHEN the government took over the operation of the railroads, Director General McAdoo assured the Senate Committee that the many economies contemplated by the management would result in large earnings. The figures at the end of the first year showed that instead of the balance being on the credit side of the ledger, the railroads had lost over \$800,000,000 for the government and some enthusiasts, who think everything possible with the government, are seconding Mr. McAdoo's request for a five year operation by the government. That would net the government a loss of only \$4,000,000,000 and in the meantime the people have stood for advances in freight rates and passenger rates amounting to about \$2,000,000,000 a year more, so that were present rates continued for four years more, the people would be out at least \$10,000,000,000. However the Railroad Administration is consoling the friends of government operation by proposing other increases in freight rates and passenger rates, which may effect a reduction in the government loss in the operation of the railroads, but will increase the cost to the people of governmental operation.

The New Wheat Control Bill.

The chairman of the House committee on Agriculture, after a week devoted to hearings of delegates from the grain trade, has introduced a bill appropriating \$1,000,000,000 to help the government make good its guaranteed price to the farmers of \$2.26 basis Chicago, for wheat of the 1918 and 1919 crops. The bill confines the activities of the Food Administration to wheat and wheat products and confers unlimited powers on the President to regulate and control the domestic market until the last day of 1920.

The billion dollars will be used as a revolving fund for making good the guaranteed price and marketing wheat and wheat products at the world's prices as shown by supply and demand. The President is given absolute power to control dealers in wheat and wheat products and grain exchanges. Licenses will be required of all persons dealing in or manufacturing wheat and wheat products and a fine of \$5,000 or imprisonment for two years or both, is provided for licensees who do violence to the regulations laid down by the Food Administrator.

If the bill is enacted in its present form it will no doubt call for many more sacrifices on the part of wheat handlers, than even the regulations in force heretofore. The time left during the life of the present Congress is so short that the bill can hardly receive the consideration which is necessary to attain sane legislation. However it is up to the trade to pick it to pieces and secure its improvement if possible, but whatever is done, must be done quickly.

Working For Order No. 57?

Grain dealers, generally, are protesting against the provisions of Order No. 57 issued by the Director General of Railroads and published on page 982 of the Journal for December 25.

Notwithstanding that different courts have decided that carriers must deliver cars in fit condition for transporting grain, Order 57 will place the burden of cooping cars on the shippers and no claim for leakage will be allowed when the carrier is able to show a clear seal record. No claims will be paid when a shortage is based on official weights between two terminal markets. No claim will be paid for leaks over or thru grain doors, notwithstanding the leak may be directly traceable to rough handling on the part of the carriers employees. No claims will be paid where grain is actually stolen if no evidence of the stealing is shown at destination. In other words, the Director General would refuse to pay shortage claims except when grain was actually seen leaking out of the car at some point other than at the grain door.

Under such conditions, large consumers will try to buy at interior points with a view to having the shipper assume all responsibility for transportation and have destination weights govern.

The order gives the carriers advantages, often wished for, but few traffic officials in charge of grain have ever dared hope

for a complete release from all of the hazards of transportation.

Such revolutionary orders are to be expected from men blind to past practices and the dictates of fair dealing. It is no wonder that shippers at both interior and terminal points are up in arms against the unreasonable regulations which would be forced on the grain trade by Order 57. Shippers who submit to the unfair Order in reality are working for it. Enter your protest now.

The Unreasonable Claim Agent.

Before the war grain shippers generally looked upon the railroad claim agent as a perverse individual who had sworn to euchre them out of all rights and claim to any property they had ever entrusted to the care of a box car. While these individuals seem to have met with a large measure of success the United States Railroad Administration has its heart set upon proving them all to have been "pikers."

Since the Government took over the operation of the railroads, orders have been issued with rapid sequence, all seemingly designed to prove that the shipper has neither property or rights, and if the Administration keeps on at the present rate elevator operators will soon be assessed to make good loss of railroad property wrecked within one hundred miles of a grain man's elevator. At first the average grain man was disposed to look upon all the orders infringing upon his established rights as a blunder or a joke, which could not long be maintained, but the Railroad Administration keeps pushing along each week crowding the grain shipper more and more, just as though it was determined to force him into a corner for a finish fight.

The time is at hand when it behooves the grain trade to stand up straight and call a halt. In this number are reported and reflected more groundless excuses for rejecting claims of grain shippers, than a veteran claim rejector of three years ago would ever dared to have dreamed possible. The extortion of the claim agents has got to a point where they have lost all sense of honesty or equity. They ignore the rights of the shipper and at every turn depend upon the impertinent orders of the Railroad Administration for justification of their acts, in overriding the rights of shippers as established by many years of common recognition, state statutes and the common law as established by hundreds of well sustained court decisions.

The United States Railroad Administrator and his claim agents are turning their backs upon the past with its many established precedents and bidding defiance to shippers with claims, no matter how well fortified is the shippers contention. The arbitrary rejections of the claim agents have become so numerous and so ridiculous that their work is absolutely intolerable, but their instructions is leading them even to greater injustices and the shippers will suffer more and more, unless they rise as one unit and warn the Railroad Administration that they will no longer tolerate its robbery.

Why Prolong the Agony?

There may be slight justification for the contention of some grain dealers who desire the government to continue the handling of the farmers wheat until the crop of 1919 has all been moved out. They hold that inasmuch as the government guaranty must be made good, the government should handle the crop and see to it that its guaranty of \$2.26, basis Chicago, is made good to the farmer. Those who are opposed to the government taking its hands off the wheat market insist that the market prices are sure to hit the toboggan hence it would be much better for the grain exchanges, if they are not in a position to be damned for depressing prices.

The government cannot be expected to guarantee prices beyond the crop of 1919, in fact there are many who maintain, with good reason, that inasmuch as the war has long since closed, there remains no justification for paying the Spring wheat farmer the guaranteed price. Even the new bill appropriating a billion dollars to make good the guaranteed price provides for the termination of the governmental interference with the wheat market on Dec. 31st, 1920. The government cannot control the prices even though it be so disposed but the longer it attempts to maintain the guaranteed price the more firmly convinced will the rank and file of average citizens be that it is necessary and advantageous to the best interests of the government and the people for it to control the wheat market.

The price of wheat, like everything else, now that the war is over must naturally be expected to decline and decline rapidly. Neither the government or the grain exchanges can permanently stabilize the price of any commodity. Fluctuations will occur after Dec. 31st, 1920, just as frequently as before that day, and although some may suspect the exchanges with having caused the changes, intelligent citizens will understand that they merely record passing events. While few grain dealers will raise any objection to Uncle Sam making good his guaranteed price to the farmer, the majority of them will not excuse the governments controlling the marketing of wheat for two years and fifty days after the armistice was signed.

Neither the farmer or the government will be helped by such control but the grain dealers will be forced to continue to do business for nothing, just as though the war and its necessities were still with us.

OCEAN FREIGHT rates on export shipments have been greatly reduced this month so that it should be much easier henceforth for all U. S. exporters to compete in foreign markets. One of the first cuts was a reduction of 50% in shipments to Europe and similar reductions have since been made to Australia and South Africa. Further reductions in both Atlantic and Pacific rates are expected. However no reductions in railroad rates have even been hinted at, notwithstanding the war is over.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Who Shell in Transit?

Grain Dealers Journal: Are there any country or terminal elevators who shell transit ear corn in car load lots between our city and Kansas City, St. Louis, Peoria and Chicago.

We are advised that there are such concerns, but we are unable to locate them.—Droge Elevator Co., Council Bluffs, Ia.

Ans.: Take it up with the general freight agent of the line over which it is desired to ship.

Carrier Liable for Misrouting.

Grain Dealers Journal: We shipped a car of corn to a point on the Frisco in Kansas and gave the agent billing instructions over 'phone "care of Frisco at Kansas City." The agent ignored this instruction and the car went by way of Omaha, where freight is much more.

Assuming nothing is said by shipper as to routing, can the railroad haul shipments by a long route and make the shipper pay the bill?—Harry Miller, Olin, Ia.

Ans.: Shipper can not be made to pay other than the lowest rate when he specified no route.

Recourse for Delivery Below Contract.

Grain Dealers Journal: We bot No. 2 red oats that were graded at Atchison, Kan., by R. O. Cooke as No. 2 red oats. The car has arrived and contains a considerable amount of rotten corn. How can we get justice?—Farmers Grain & Elevator Co., Groom, Tex.

Ans.: Consider carefully whether the car complies with the contract. If it does not the shipper should be advised promptly of the fact and given an opportunity to pay the difference or ship another car. If he sold on the inspection certificate and denies liability buyer can reject and bring suit for breach of contract.

Decision on Carrier's Liability for Delay?

Grain Dealers Journal: We are under the impression that the Journal published a short time ago in the Supreme Court Decisions column a ruling whereby a shipper can collect a claim when a car is delayed and hits a drop in the market on arrival. Lately, we had two cars arrive on the market the same day when they had been billed and started out five days apart. Are not the carriers liable for this loss?—Jones Bros., Osseo, Wis.

Ans.: Carriers are liable for damages due to delay when it is unreasonable or when they have been put upon notice that delay will cause loss.

The decision referred to was published on page 57 of the Jan. 10 number, and gave the shipper judgment.

Other cases involving the carrier's liability for delay are *J. R. Harold v. A. T. & S. F. R. R.*, 144 Pac. 823; *Cunningham Commission Co. v. C. R. I. & P. R. R. Co.*, 192 S. W. 211; *Thompson v. St. L. S. W. R. R. Co.*, 103 S. W. 684; and *Brackett-Fielder Mill & Grain Co. v. G. C. & S. F. R. R. Co.*, 162 S. W. 1191.

No Recourse Against Commission Merchant.

Grain Dealers Journal: On Aug. 30 we consigned a carload of wheat to a commission firm when wheat was quoted at \$2.35½c basis New York export, and the price that we should have received according to other sales to that market would be around \$2.22½c, less commission charges; but the way the car was handled it net us only \$2.14½c, and they are coming back on us for overdraft. Are we liable?—O. S.

Ans.: Altho the price of wheat is fixed, the amount realized from a sale will vary according to the billing and the changing premiums paid for different grades, and as long as the receiver is using his best efforts the shipper must be content with the results obtained by his agent, and he is liable for the difference when his draft exceeds the sum realized from the sale of his consigned grain.

Carriers Appeal Destination Value Decision.

Grain Dealers Journal: On March 9, 1917, we shipped from West Salem, O., via Erie to Rainelle, W. Va., C., H. & D. car 40024 containing hay. On Apr. 23 we found the car had not reached destination and we started two different tracers with the Erie, requesting them to try and locate, and on May 4th we were advised by A. R. Tennis, D. F. A., Erie at Marion, O., that the original car had been wrecked and the contents damaged by fire and water and was transferred to Erie car 71272 and Erie 96334 and forwarded to Salamanca, N. Y., care F. H. Sicks, Live Stock Agent, on March 26th.

At the time we received the information, there had been an advance in the market of \$5.25 a ton and we immediately set about to get another car in transit to fill our contract at Rainelle and we did so at a loss of \$54.16.

We filed claim against the Erie for the amount of our original invoice, together with \$54.16 covering the advance in the market on the second car. Had they notified us at the time they wrecked the car and forwarded the contents to Salamanca, which was on March 26th, there would not have been much loss, but we did not get this information until May 4th.

They have declined the claim several times and we sent them a copy of the decision published in the Journal Nov. 25 giving shipper judgment for destination value, in reply to which C. C. Glessner, freight claim agent at Baltimore writes:

We are familiar with the decision handed down by the United States District Court of Minnesota. Also wish to advise you that this case has been appealed and is now in the hands of the Supreme Court at Washington, and until it hands down its decision approving the decision of the District Court of Minnesota, we will not be able to dispose of any claim, only in accordance with the conditions as set forth in the B/L contract, value at time and place of shipment.

We are concluding our investigation, and when the decision of the U. S. District Court of Minnesota is sustained you might advise us accordingly and we assure you that your claim will be promptly disposed of.

Has the Supreme Court at Washington rendered its decision?—American Hay & Grain Co., Marietta, O.

Ans.: The Supreme Court of the United States has not yet rendered its decision; but the points of law made by the Minnesota court are so well taken that shippers are practically assured of a favorable decision. In bringing suit they can cite this decision.

The law and the legislatures are the only protection against claim agents who draw up their own rules to allow them to put their hands into the pockets of the shipping and traveling public.

Low Rate to Export Billing Only?

Grain Dealers Journal: While wheat was moving last harvest and the car shortage was on and permits hard to get, we telephoned quite a little billing. Some of the Bs/L were made out by our boys and remainder by the agents themselves. We telephoned them to use a certain permit number. We did this because we had received telegrams and letters stating that such and such billing had been given our road to be used for such and such sales. We noticed some of the Bs/L did not show "for export," but did not pay any particular attention to this as the billing permits all showed everything that should be put on the B/L.

When our accountings were received the domestic rate was charged on a number of these cars and we immediately made claims. The railroad take the position that "for export" did not show on the B/L, and therefore they must necessarily turn down the claims.

Will say further that a majority of the freight bills show the cars went to the export elevators.—The Woodbury-Elliott Grain Co., Muncie, Ind.

Ans.: Under present tariffs the shipper who neglects to specify export billing has no recourse but to pay the higher rate.

To Baltimore, where the export and domestic are the same it makes no difference, but at New York the domestic is lower, and the Produce Exchange has tried in vain to have this ruling, which dates back more than a year, changed. After a shipment has been started changes in billing have to be paid for.

It is incumbent on shippers to see that documents are made out as desired to protect the lowest rate.

Effective Date of Order No. 57.

Grain Dealers Journal: Below I am quoting from letter received from John K. Lovell, ass't freight claim agent of the New York Central Railroad, in which he claims that General Order No. 57 was dated on Nov. 26, 1918, but it applies on all unsettled claims, and it seems rather unreasonable that a loss which occurred three months, or three years, before Nov. 26, if still unsettled by the Railroad, now becomes void because of General Order No. 57.

"Beg to state that General Order No. 57, issued by Director General of Railroads, W. G. McAdoo, is dated Nov. 26th, 1918, and applies on all unsettled claims. In view of the facts as outlined in our previous correspondence, there being no liability, we would appreciate a letter from you advising withdrawal of your claim."

Is this the Journal's understanding of this matter?—Carpenter Grain Co., Battle Creek, Mich.

Ans.: The legal rights of shippers are governed by the laws of the land and not by circulars, bulletins and alleged orders of railroad officials of high or low degree.

The office boy of the railroad company has just as much authority as McAdoo to change the legal liability of the carriers to the public, and there is less vinegar or pep in No. 57 than in any of the 57 varieties originating at Pittsburgh. No. 57 is only another one of the many "bluffs" the claim agents have worked successfully in years past to dissuade shippers from pressing perfectly good claims.

It is astonishing how successful the Federal Administration has been in imposing unjust, unreasonable and unlawful controls, rules, regulations and restrictions. For example, McAdoo in General Order No. 18 stated that suits had to be brought in the place of residence of the plaintiff and the District Court of New York swallowed this whole and dismissed a suit because it did not comply in this respect with Order No. 18. Now comes the Supreme Court of New York last month and declares Order No. 18 null and void because it conflicts with the Carmack amendment to the Interstate Commerce Act which provides that suit may be brought anywhere that plaintiff can serve summons on the originating, connecting or delivering carrier.

Accompanying No. 57 is a blank form

with a place for the shipper to sign his name, whereby the shipper so signing certifies to the accuracy of all statements and becomes liable to prosecution for errors. This is a cunning trick of the Federal Railroad Administration's sharp lawyers. Instead of being required to guarantee statements the law only demands that evidence be offered on its merits. To protect themselves shippers signing should alter the form by adding "to the best of my information and belief" after the words "The foregoing statement of facts is hereby certified to as correct."

No Right to Natural Shrinkage.

Grain Dealers Journal: The New York Central Railroad claim department has advised us that we will have to make a deduction of $\frac{1}{4}$ of 1% for shrinkage on a car of wheat transferred in transit to another car and arriving in leaky condition.

Our claim was made Nov. 6, 20 days before this general order 57 was dated, and about 50 days before the director general's office got up courage enough to issue the order to the general public.—M. B. Jones & Co., New York, N. Y.

Ans.: Shippers are not bound by Order No. 57. If claim agents use this or any other order as a pretext to dock claims the shipper can sue for his full legal rights and collect.

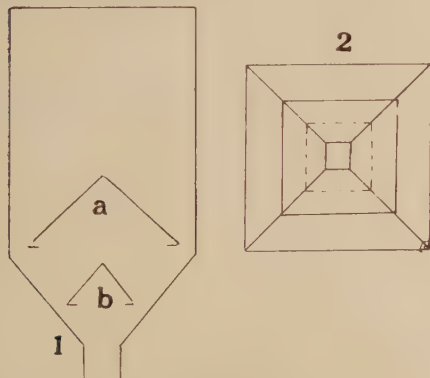
Proper Arrangement of Baffle Plates in Deep Bins.

Grain Dealers Journal: We are enlarging our seed handling plant and are planning to construct some large bins of car load capacity each. We are wondering how we can arrange outlet so as to have seed delivered to car of uniform quality and mixture throughout.

We have been told that builders of modern seed storage bins use a baffle plate near bottom of bin to prevent heavy seed separating from the light as it is drawn from bins.

Our bins will be 10' square and about 18' deep. The hopping at the bottom converging from each side and the outlet for the seed being placed immediately under the middle of the bin.

We would like very much to know the best place to place a baffle plate. Would it be better to arrange as is shown by "a" in the accompanying drawing or at "b"? How far should the baffle plate be from the sides of the hopping? In other words how much of an opening should we provide all around the baffle plate for the seed to flow through? What pitch should we give top of baffle plate? Would a few round holes in top of baffle plate enable us to utilize all of the storage capacity under the baffle plates without reducing the effectiveness of the plates? Without some device of this character, drawing seed thru a spout at the middle of the bottom of bin, invariably results in the heavy seed coming out first and all the light stuff coming last.



What is Proper Arrangement of Baffle Plates?

Any light anyone can give on this point will be greatly appreciated.—Adams Seed Co.

Trade Difference No Cause to Cancel License.

Grain Dealers Journal: In a recent issue the Journal told of two grain dealers having a controversy over a shipment of grain, one of them appealing to the Food Administration for adjustment. We are in the same position as these dealers in that we have made shipment of grain from Holton to Salina, Kan., two inland points. The market dropped 15c per bu., but the buyer by mistake, or for some other reason, had paid our draft. Now he comes back and finds fault with the shipment of the car and has appealed to the Food Administrator at Kansas City, urging him to have us make a refund. What we want to know is: Does the Food Administrator have a right to interfere, and, if so, can he do more than cancel our license as we have about determined that we would rather have our license canceled than to be forced to pay something we do not owe.—Western Elvtr. Co., Holton, Kan.

Ans.: Local food administrators who undertake to act as arbitrators in trade disputes are exceeding their present instructions.

If the other party to the deal thinks you owe him something his only remedy is to go into court.

If the food administrator hints that he will cancel your license because you decline to pay an unjust claim we advise you to go right into court and get an injunction against the food administrator, restraining him from canceling license without cause.

The Food Control Act was passed to prosecute the war more effectively and not to establish a collection agency for claims.

Asks Removal of Restrictions.

Members of the New York Produce Exchange in session Jan. 22, at New York ratified resolutions in which President Wilson is requested to remove restrictions on food products and discontinue price fixing on hogs, grain and similar commodities in order to reduce the cost of living. The text of the resolutions follows:

Resolved, That the New York Produce Exchange hereby earnestly appeals to the President of the United States to take prompt action to remove the restrictions complained of and to discontinue the practice of price fixing as now applied to hogs, grain and other foodstuffs, to the end that prices may return to their normal and natural bases, controlled only by conditions of supply and demand, and so bring about a material and necessary reduction in the cost of living now bearing so heavily upon the mass of our people, such reduction in living expense being especially called for in this period of reconstruction and readjustment where there must be a considerable discharge of labor, or at least reduction of wages, to meet diminished demands incident to stoppage of the intense and abnormal war activities.

In cases where the Government is obligated, either by law or by agreements entered into in good faith, to maintain prices, we are in favor of an honorable fulfillment on the part of the Government of such obligations up to the present time, but not beyond, and that such obligations should be at once terminated or canceled, and that just and equitable adjustment should be made to provide for any actual bona fide loss accruing under such agreements, believing that such a course would be wiser and economically safer, as well as more just and equitable, than to maintain the prices at a high and artificial level to the benefit of about 30 per cent producers against about 70 per cent consumers who are now suffering from the high cost of living, which we believe is not justified by the actual conditions of supply and demand now existing. We firmly believe that the longer present artificial price levels are maintained the worse the loss will be from the ultimate price readjustment, which must inevitably come sooner or later.

Delegates to Washington Resolve on Wheat Trade Problem.

A meeting of representatives of the grain trade was held at the Willard Hotel, Washington, Feb. 1, 1919, to consider problems growing out of the Government wheat guarantee to the producers for the 1919 crop. A. E. Reynolds, Chairman of the Legislative Committee of the Grain Dealers National Ass'n, presided. The following resolutions were unanimously adopted for presentation to Chairman Lever, of the House Committee on Agriculture, and to Chairman Gore, of the Senate Committee on Agriculture and Forestry:

Resolved, That it is the sense of the grain trade here assembled that the guarantee to the farmers for the 1919 wheat crop should be made good.

Resolved, It is the sense of the grain trade here represented that for the purpose of carrying out the above guarantees, a sufficient sum, not less than \$1,250,000,000, be appropriated from the funds in the United States treasury not otherwise appropriated.

Resolved, That it is the opinion of the grain trade here assembled that the consumers of wheat and of wheat products in the United States are entitled to buy the same upon a price basis approximating that at which our wheat and wheat products are sold for export.

Resolved, That in any readjustment from the basis of the 1918 crop to a new basis for the 1919 crop, during the entire period of guarantee, all holders of industrial and commercial stocks of wheat and wheat products shall be given full protection in order that an adequate supply of wheat products may be always available to the consuming public.

Resolved, That if a governmental agency be established for the handling of the 1919 wheat crop, that the said agency be confined in its operations solely to wheat and wheat products, and that any license system adopted should apply solely to the people engaged in handling wheat and wheat products, and that its regulations of transportation be confined to transportation of wheat and wheat products.

Resolved, That it is the sense of this meeting that the method of application of the guaranteed price for wheat under the President's proclamation shall not be made the subject of congressional legislation, but should be regarded as a detail to be solved by the agency to which the handling of the 1919 wheat crop may be committed.

Resolved, That we are opposed to the Government building or operating grain elevators, mills, or warehouses for the commercial handling of grain and its products.

IN ATTENDANCE.

Baltimore Chamber of Commerce: W. H. Hayward, Ferdinand Meyer and Blanchard Randall.

Buffalo Corn Exchange: Nisbet Grammer.

Chicago Board of Trade: L. F. Gates, H. A. Foss, Edward Andrew, R. G. Chandler, T. E. Cunningham, Adolph Kempner, W. H. Perrine, E. F. Rosenbaum, H. N. Sager.

Cincinnati Grain & Hay Exchange: D. J. Schuh, H. M. Brouse.

Duluth Board of Trade: T. M. Payne, B. Stockman.

Kansas City Board of Trade: G. S. Carkner, B. L. Hargis, B. C. Moore.

Louisville Board of Trade: Garnett Zorn.

Milwaukee Chamber of Commerce: H. W. Ladish.

Minneapolis Chamber of Commerce: C. A. Magnuson, J. H. MacMillan, A. L. Searles, F. C. Van Dusen.

New York Produce Exchange: L. W. Forbell.

Omaha Grain Exchange: E. P. Peck.

Peoria Board of Trade: W. T. Cornellson, A. W. Harwood.

St. Louis Merchants Exchange: John L. Messmore, F. W. Seele, Thos. B. Teasdale.

Toledo Produce Exchange: Fred Mayer.

Grain Dealers National Ass'n: P. E. Goodrich, Winchester, Ind.; Cas. Quinn, Toledo, O.; A. E. Reynolds, Crawfordsville, Ind.; E. C. Eikenberry, Camden, O.

Rice has again been added to the list of restricted imports and no licenses will be issued for the importation of such commodity except to cover in-transit shipments.—Vance C. McCormick, Chairman, War Trade Board.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Get Roads Under Private Management.

Grain Dealers Journal: Everyone interested in the grain trade should bend every effort to get the railroads back under private management as the service is deplorable.

Grain shipped from this locality nearly all goes south and on not one-half of the shipments does the railroad company apply the correct rates and weights. This forces the receiver to pay excess freights, after which the railroads simply ignore the claims.—Harry Miller, Olin, Ia.

Zone Agents More Reasonable.

Grain Dealers Journal: Since writing the Journal about our experience with a big-headed inspector who gave us just a week in which to make refund and send in a sworn statement I called on Zone Agent Jackson at Chicago and made a full explanation, when it was discovered the inspector had made a mistake in the adjustment of 5 cents dockage, and that my prices paid the farmer for wheat were all they were entitled to.

I wish to thank the Journal for having encouraged me to stand for my rights.—Square Dealer.

Big Car of Corn.

Grain Dealers Journal: Southern Pacific car No. 18760 was loaded with shelled corn at Truesdale, Ia., Jan. 10 by M. T. Fletcher, manager for the Wilson Grain Co., and weighed out at destination 131,520 lbs., making 2,348 bus. and 32 lbs.

This car was sold to the Quaker Oats Co. at the top price that date, \$1.53 less freight to Chicago, and graded No. 3 white. The freight to destination, Cedar Rapids, was \$256.46, war tax \$7.69.

This is probably the largest quantity of corn ever shipped in one car from Northwestern Iowa. Who can beat it?—Wilson Grain Co., Spencer, Ia.

Handling Dissatisfied Customers.

Grain Dealers Journal: To earn the good will of dissatisfied farmers it is worth the trouble to ship the grain for their account, retaining the identity of different lots by bulkheading. From the price of the wheat there should be deducted the cost of handling, owner to be compelled to await his returns the same as does the elevator operator. The farmer should be invited to aid in cooperating.

I did practically the same thing for one farmer, an attorney, who got cold feet before the returns came in and he sold it to us.

I kept from 10 lbs. up as a sample from each man's wheat and rye, just as it came in, sending samples off to be tested. My patrons knew it and the contrary ones were easily checked off when shown the moisture test and the refuse content.

Farmers in the Eastern states expect too much from the grain buyer for grain that comes in wet with dew, due to leaching from shock full of moisture, the middles not being able to clean when so damp. Grain that has been stacked

or that from the drier regions of the west grades much better. The grain men must stand for their rights if they are to get justice.—D. M. McKenzie, Woodbine, Ia.

Cast Ballot Against Government Interference.

Grain Dealers Journal: Much has been said thru the Journal against the limitation of dealers' profits from Jan. 1, 1919, to 3 per cent on annual sales. This will not often cause any refund on the part of shippers, tho it would appear to be only fair that a shipper who occasionally makes more should be allowed to retain it to balance his years of poor business, as nothing is guaranteed to him.

The farmers are not only allowed to make all they can but are guaranteed 150 per cent more for their wheat and 100 per cent more for their hogs than they received before the war.

All the business men of this country, large and small, can do, is to use their influence and ballots at the next election against this hampering, attacking and annoying all who make a little money.

The railroads and express companies were objects of general attack on the ground that they made too much money before the government took them over, but it has been found necessary to increase rates 25 to 35 per cent and still the government is losing millions of dollars a year in operating them.

Second only to the ending of the war will be the day when America will again be the free country it once was, instead of subjecting its citizens to blue laws and socialism, favoring one class and crippling others.—J. Owen.

Grain Dealers Should Be Reimbursed, Claims.

Grain Dealers Journal: We did not pay wheat rebates to the farmers until our competition paid it, and of course we were compelled to pay same on this account. We did not pay any rebate however at two buying points on the river. We paid \$2.05 for wheat at river points. Prior to this time a competitor was bidding \$2.00 and after we purchased all the wheat he came in and paid \$2.10. Then all the farmers wanted \$2.09 or \$2.10 for their wheat, but we refused to give it to them, and the Food Administration ruled that we were within our rights on account of the higher cost of handling on the river.

We had Congressman Rainey lined up to introduce a bill reimbursing the grain dealer for losses incurred by Government setting the price on wheat in 1917. Mr. Rainey will push this providing other grain dealers will co-operate in the matter.

It would seem as tho the grain dealer was being legislated against in the matter of claims being refused on account of cars leaking at grain doors or not showing leakage on arrival at terminal markets. It is a well known fact that cars can leak between points of origin and destination, but may be repaired prior to arrival or a leak stopped in some manner, and will not show leakage even when a hammer test is used. Is it true that they are thinking of discontinuing the use of the hammer test?

One thing is certain that if all the grain dealers stick together on this year's wheat crop, we should know exactly what to pay before purchasing wheat and our guaranteed profits, otherwise we will be in the same fix we were on the 1918 wheat crop.—Very truly, McFadden & Co., Havana, Ill.

Accurate Loading Weights Govern Loss Claims.

Grain Dealers Journal: The courts have so often decided suits in favor of shippers who could show an accurate weighing operation at the point of shipment and at destination that it is not necessary to cite any particular case.

We think any claimant who is denied a good claim should file suit, if necessary, to get payment.

Mr. McAdoo has no authority to set aside the laws of the land as attempted in order No. 57, as they fix the liability of the railroad company under a transportation contract, and the situation is exactly the same, with reference to that liability, as it was before the United States Government took over control of the railroads of this country.—Chas. Rippin, Traffic Commissioner Merchants Exchange, St. Louis, Mo.

Shipper Realized 93% of Claim by Starting Suit.

Grain Dealers Journal: In the spring of 1916 we shipped three cars corn from Otterbein, Ind., to Baltimore. Cars were held about 45 days in transit and arriving hot were discounted 25c per bu. Our loss aggregated about \$1,000. We filed claim with our usual experience, same being refused. We could get no satisfaction, so we gave it to our attorney, Mr. Ernest Hawkins, of Fowler, Ind. He started suit at once, fully expecting to carry it to highest court, but as soon as the railroad officials saw that we meant business and the manner we were preparing the case, they wired us a proposition to pay us 93% of the face of our claim, and we accepted. This eliminated the cost of the suit.

No doubt there are other dealers who have claims of this kind that were turned down and felt that it would be useless to push same further. We feel that every shipper is entitled to compensation for loss of this kind and if claims were given to a good attorney, one who understands the handling of this class of claims, that same could be collected without any trouble. Yours respt., W. F. Starz & Co., Fowler, Ind.

Leases Should be Subject to Review.

Grain Dealers Journal: With regard to sidetrack leases I would say that the Indiana Grain Dealers Ass'n now has pending before the Indiana General Assembly, H. B. 29, introduced by Representative Youse. We will push that hard here and hope to get it thru.

The suggestion to fight is all right, but if it is not directed toward legislation, little can possibly be accomplished, for there is no tribunal today that has jurisdiction over the question. The Interstate Commerce Commission claims jurisdiction, when the question of undue discrimination is involved, but under no other condition. What really ought to be done is: Each state should pass a law giving some tribunal authority to consider these leases, then the Grain Dealers National Ass'n, as well as other similar organizations with nation-wide jurisdiction, should go to Congress and ask for legislation giving the Interstate Commerce Commission jurisdiction.

With reference to the damages resulting from fire caused by carriers: While the least contract may seek to make the lessee responsible to others for such loss, the railroad would not be relieved as the parties suffering loss would not be bound

by the terms of the lease and could go direct to the carrier. Of course, the terms of the lease might give the railroad the right to recoup from the lessee.

I am at a loss to know how one can have standing in court unless the lease contract provides for it, as the lessee has agreed to the terms, which doubtless authorized the railroad to cancel it any time upon 30 to 90 days' notice. When canceled lessee would doubtless be a trespasser on the premises until he executed a new lease contract, so it looks to me like the only remedy for future transactions is to give some tribunal authority to review and modify leases and that is what we are trying to do in this state.—Chas. B. Riley, Sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

Oats Safe to Carry with 16 Per Cent Moisture.

Grain Dealers Journal: We do not believe the Department of Agriculture has made sufficient tests to determine what is the maximum moisture content permissible in oats. We contend that oats will safely carry whether they contain 9 per cent or 16 per cent of moisture, except the newly harvested crop which has not gone thru the sweat.

At the Memphis hearing on the oats grades on Oct. 31, 1918, one of the representatives of the Department of Agriculture made the statement that oats would lose moisture and become much drier in the spring than at the time of harvesting. This statement by the representative of the Department is not correct according to the tests which we have made, for instance the crop of 1916 from August, 1916, to July, 1917, the oats had dried out only 13%, and during that time during the months of March and April the oats averaged higher than they did in the month of September. The statement was also made at that time that oats with 14% of moisture would not absorb any further moisture from the atmosphere. We had never actually made a test and were unable to contradict this statement, but experience had told us that they would absorb more or less moisture from the atmosphere.

Our tests show during most of the season when the weather is normal with only an occasional rainfall that the moisture content will run very even. After two or three days of rain the moisture content will show considerable increase as for instance on Dec. 16, 1918, the average moisture content on all the cars received on that day was 11.35%. On Dec. 30, after having two or three heavy rains the average moisture content was 13.30%.

With the moisture content as a determining factor in grading of oats the country grain dealer will buy oats by the wagon load and if he makes the moisture content 13.5 when the oats are received, the oats in every respect are good enough for No. 1. The same oats are loaded into a car on a damp or foggy day when they gain at least one per cent of the moisture. The oats arrive at the terminal market during the wet weather, the samples are tested at the terminal market and the oats which were good enough for No. 1 at the country station are graded No. 4 at the terminal market on account of moisture which was 14.2 per cent.

The terminal market elevator operator unloads these oats on a dry day and by the time that he has weighed them and is ready to drop the oats in the bin he has

gained two or three grades, as they will test less than 14%.—W. S. Powell, chief grain inspector, Board of Trade, Cairo, Illinois.

New Excuse for Rejecting Claims.

Grain Dealers Journal: There seems to be a movement by the railroads against the use of air blast car loaders, as to the collection of claims. We are using a Boss Air Blast Car Loader at this point, and a gravity loading spout on our other elevator at Octa, O., and so far as we can observe there is no difference in outturn. The only shortages we have to file claims for are on account of faulty equipment, rough handling, etc. When we have good tight cars, that are stout and will stand the hard usage they get, we do not have any shortages.

This claiming that air blast loaders are to blame for shortages, is certainly going some, and party making such claim certainly does not know what he is talking about.—Gidding Bros., Milledgeville, Ohio.

Oppose Side Track Lease.

At a recent meeting of the southwestern division of the Kansas Grain Dealers Ass'n at Hutchinson, Kan., the following resolution protesting against the enforcement of the side track agreement under General Order No. 15, as interpreted by the Union Pacific Ry. Co., was adopted:

It is the sense of the Southwestern Division that we, as members of the Kansas Grain Dealers Ass'n, protest against putting into effect Railroad Administration Order No. 15 as interpreted by the Union Pacific. We desire to protest against the enforcement of same and decline to sign such contracts until interpreted as legal by the higher courts. We also instruct the pres. and sec'y of the Kansas Grain Dealers Ass'n to get in touch with the several state grain dealers ass'ns, the Grain Dealers National Ass'n, the Southwestern Millers League, the Lumber Dealers Ass'n, the Coal Dealers Ass'n, the Livestock Ass'n and the Wholesale Grocers Ass'n and such other industries as are affected by order No. 15.

Shippers are advised not to sign the proposed form of lease.

Coming Conventions.

Feb. 12, 14.—Farmers Co-operative Grain Dealers Ass'n of Kansas at Topeka, Kan.

Feb. 18, 20.—Minnesota Farmers Grain Dealers Ass'n at Minneapolis, Minn.

Feb. 20, 21.—Missouri Grain Dealers Ass'n at St. Louis, Mo.

Feb. 25, 27.—Illinois Farmers Grain Dealers Ass'n at Peoria, Ill.

Feb. 27, 28.—Ohio Farmers Grain Dealers Ass'n, Boody House, Toledo, O.

May 6, 7.—Illinois Grain Dealers Ass'n at Peoria, Ill.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 27, 28.—Kansas Grain Dealers Ass'n at Hutchinson, Kan.

July 8.—Pacific Northwest Grain Dealers' Ass'n, Portland, Ore.

July 15.—Michigan Hay & Grain Ass'n at Detroit, Mich.

July 16, 18.—National Hay Ass'n at Detroit, Mich.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

AN IMPORT duty of \$1.10 per hundred pounds has been placed by the Mexican government on flour and sugar shipped from the United States, effective at midnight Dec. 31. It is said that other food-stuffs are to be similarly treated.

The Latest Edict of the Food Administration.

To prevent misunderstanding the Food Administration repeats that licenses are still required for importers and distributors of wheat, corn, oats, rye, barley, also elevators and warehouses storing wheat, corn, oats, rye, barley, rice; cottonseed and cottonseed products; importers and manufacturers of rice, rice flour, wheat flour, and wheat mill feeds.

It is expected that requirements for licensing some commodities in the above list will be withdrawn from time to time, but with respect to others—wheat milling for instance—the license requirements will be continued.

Attention is also called to the provision of Section 24 of the Food Control Act to the effect that obligations incurred prior to a formal proclamation of peace are not affected by a proclamation of peace.

The Food Administration will at all times maintain a sufficient organization to deal with such commodities and activities as remain under license particularly with the obligations of the manufacturers of wheat flour and wheat mill feeds under the profit regulations of 117-18.

Protest Acts of R. R. Administration.

Resolutions protesting against rulings of the federal railroad administration governing service tracks, inspection of grain, cooping of cars and loss of grain in transit, were adopted by grain dealers of Northern Kansas and Southern Nebraska, at a meeting at Atchison, Jan. 28. This was the first session of protest in the Missouri River territory and the first held by the Kansas Grain Dealers Ass'n.

E. J. Smiley, sec'y of the Ass'n charged that officials of the railroad administration and grain corporation had failed to make good promises which they made to the grain trade that they would put conditions back on a peace basis at the end of the war. Instead, they have continued to take away the rights of grain shippers since the armistice was signed. Jokers, in the service track contract, he alleged, would compel shippers to pay the entire cost of construction and maintenance.

Copies of the resolutions will be sent to the railroad administration, the grain corporation, senators and congressmen.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

A. B. & A., No. 25,175, set off at Menoken, N. D., was leaking badly on the side. I had my man fix it, but the car was in such bad condition, do not know whether it held or not.—J. H. Garrison, mgr. Menoken Farmers Co-operative Ass'n.

T. & N. O. 31159 going thru Liscomb, Ia., Jan. 16, leaking corn badly from under draw bar. Yellow corn in way freight going south.—B. F. Vorhes.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Ottawa, Can., Jan. 25.—During 1918 there was exported from Canada 76,602,115 bus. of wheat; oats, 34,879,920 bus., and 6,360,175 bus. of other grains. During 1917 there were 137,022,900 bus. wheat; oats, 55,950,093 bus., and 8,963,892 bus. of other grains.—Dominion Bureau of Statistics.

DELAWARE.

Camden, Del., Jan. 24.—The farmers have sold their last year's wheat as fast as the railroads could move it, and the same is true of the corn crop.—Thos. H. Howell.

ILLINOIS.

Mendota, Ill., Feb. 6.—Grain business is very quiet at present; farmers not being anxious to sell at present prices.—W. H. Marks.

Catlin, Ill., Feb. 7.—Wheat is looking good, the present weather is bad on it, and it will soon be injured unless protected. Some of the farmers are covering with straw.—Fay R. Best, Danville.

INDIANA.

McCordsville, Ind., Feb. 7.—Wheat is looking fair, the suffering some from freezing weather and absence of snow. Seed scarce, the farmers will sow despite high prices.—McCordsville Grain Co.

IOWA.

Ottosen, Ia., Jan. 25.—The weather is mild and the roads are in very bad condition. It is impossible for farmers to deliver grain to elevators. 40% of corn back on farms.—J. R. Bratcher.

Hardy, Ia.—Very little grain moving at present. Farmers are inclined to hold for better prices. Most of the corn has been shipped out already.—C. M. Helland, mgr., Farmers Elevator Co.

Rutland, Ia.—About half of the corn tributary to this market has been disposed of. What is left in the farmers' hands will move slowly on account of declining prices.—Rutland Township Farmers Club.

KANSAS.

Grant Sta., Vesper p. o., Kan., Feb. 3.—Prospects here are very good for a large wheat crop this year, with about 10 per cent increase in acreage.

MICHIGAN.

Lansing, Mich., Feb. 5.—The number of bushels of wheat marketed by farmers in January at 44 elevators, and to grain dealers was 47,782 and at 78 flouring mills, 89,397 bus., or a total of 137,179 bus. Of this amount, 103,019 bus. were marketed in the four southern tiers of counties, 24,750 bus. in the central counties and 9,410 in the northern and in the Upper Peninsula. During six months, August-January, the estimated total marketed was 4,000,000 bus. Fifty-five grain dealers, mills and elevators report no wheat marketed in January.—Coleman C. Vaughn, Sec'y of State.

NEBRASKA.

Western, Neb., Jan. 28.—The Barstow Grain Co. is shipping corn in and selling it out to farmers in this vicinity. Wheat is looking fine.—W. S. Munyan, agt.

Thayer, Neb.—Farmers are holding old corn since the recent break in the market. We are shipping new corn, oats and barley. G. L. Gilbert, mgr., Gresham Grain Co.

Murray, Neb.—Very little moving, and not much to move. Corn of good quality, but farmers will not sell at present prices.—W. A. Wheeler, mgr., Farmers Elevator Co.

Howells, Neb., Feb. 2.—Oats and corn crop about half of last year. Had to ship in corn to feed hogs and cattle, for the first time in 30 years.—Farmers Lumber & Grain Co., J. A. Drahota, mgr.

OHIO.

Lakeville, O.—We ship annually 60,000 bus. of wheat, not 6,000 as erroneously stated. We have not shipped out corn in the past ten years and we have to have corn shipped in almost every year, for we are in a large feeding center.—J. W. Horn & Son.

OKLAHOMA.

Oklahoma City, Okla., Feb. 1.—The farmer still has on hand from his 1918 crops 22% of corn, 5% of wheat, 20% of oats and 26% of kafir and milo. He has consumed and marketed during the past month as follows: Corn 15%, wheat 3%, oats 6% and kafir and milo 10%. On same date last year he had on hand from the 1917 crops 28% of corn, 8% of wheat, 19% of oats and 34% of kafir and milo.—Oklahoma State Board of Agriculture.

WYOMING.

Gillette, Wyo.—More than 1,000,000 bus. of wheat were shipped from here last season.

Rye Movement in January.

Receipts and shipments of rye at the various markets during January, compared with January, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	171,373	378,073	80,000	517,568
Chicago	1,343,000	148,000	75,000	89,000
Cincinnati	36,300	.....	12,100	.....
Detroit	66,000	38,000	44,000	.....
Ft. William	71,421	18,721	5,511	.....
Indianapolis	17,500	12,500	7,500	22,500
New York	177,500	.....	646,097	.....
Omaha	176,000	104,500	303,000	136,400
Philadelphia	212,278	83,131	384,555	93,314
St. Louis	13,600	37,400	1,170	40,370
Toledo	65,700	10,800	13,500	14,500
Minneapolis	684,260	976,730	279,030	769,970
Kansas City	37,400	26,400	22,000	106,700
Duluth	1,872,265	49,683	1,203	89,140
Galveston	.....	.....	9,883	.....
Winnipeg	63,000	42,000	.....	.....
Milwaukee	1,291,320	165,515	8,925	85,154
New Orleans	.....	.....	73,387	.....

Barley Movement in January.

Receipts and shipments of barley at the various markets during January, compared with January, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	179,531	2,304	.....	.....
Chicago	2,715,000	1,287,000	919,000	378,000
Detroit	5,000	.....	.....	.....
Ft. William	747,006	681,634	47,425	333,741
New York	939,450	.....	479,070	.....
Omaha	725,400	156,600	397,800	135,000
Philadelphia	115,000	4,281	.....	.....
St. Louis	203,200	89,600	34,170	21,820
Toledo	17,900	600	13,570	.....
Wichita	11,000	.....	10,000	.....
Kansas City	469,500	45,000	175,500	50,700
Duluth	371,567	224,608	280,738	20,686
Galveston	.....	.....	209,615	.....
Winnipeg	984,400	783,900	.....	.....
Minneapolis	2,049,710	3,579,320	2,079,000	2,256,800
Milwaukee	2,276,380	724,780	698,341	338,260
San Francisco	.....	.....	.....	.....
cisco, tons	9,507	19,530	.....	.....
New Orleans	.....	.....	487,730	.....

Wheat Movement in January.

Receipts and shipments of wheat at the various markets during January compared with January, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,617,566	369,780	1,725,848	1,454,614
Chicago	3,552,000	331,000	2,535,000	121,000
Cincinnati	241,875	.....	192,425	.....
Detroit	102,000	91,000	7,000	.....
Ft. Wm.	8,270,808	4,763,711	620,328	3,958,128
Indianapolis	81,250	55,000	35,000	11,250
New York	2,227,100	.....	1,891,003	.....
Omaha	1,400,400	820,800	985,200	733,200
Phila.	1,985,442	612,817	1,445,300	1,117,987
St. Louis	1,820,515	760,887	1,085,310	612,480
Toledo	197,400	139,600	52,930	25,900
Wichita	224,000	309,600	76,000	9,000
Kan. City	1,691,550	974,700	1,247,300	209,250
Duluth	9,281,153	512,420	85,545	56,652
N. Orleans	.....	.....	1,166,168	33,711
Galveston	.....	.....	594,000	.....
Winnipeg	9,558,675	7,667,275	.....	.....
Minneapolis	4,181,940	5,821,630	2,910,160	1,400,400
Milwaukee	1,420,700	140,400	770,212	38,600
San Francisco	.....	.....	.....	.....
cisco, tons	6,306	4,999	.....	.....

Corn Movement in January.

Receipts and shipments of corn at the various markets during January, compared with January, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	348,558	252,989	4,600	204,798
Chicago	7,958,000	5,797,000	3,133,000	1,541,000
Cincinnati	445,500	.....	203,500	.....
Detroit	275,000	313,000	63,000	38,000
Indianapolis	2,536,250	1,835,000	1,532,500	355,000
New York	576,800	.....	331,843	.....
Omaha	4,366,600	5,514,000	3,186,400	3,585,400
Philadelphia	84,545	198,174	.....	21,420
St. Louis	3,346,200	1,754,450	1,080,420	780,550
Toledo	308,650	198,000	106,800	23,100
Wichita	171,600	403,200	97,000	375,000
Kansas City	4,491,250	3,167,500	1,981,250	1,590,000
New Orleans	.....	.....	185,808	1,011,935
Galveston	.....	.....	86,130	.....
Duluth	.....	10,972	.....	4,088
Minneapolis	1,429,940	2,592,850	1,109,370	1,440,990
Milwaukee	549,400	659,760	226,967	330,540
San Francisco	.....	.....	.....	.....
cisco, tons	1,875	1,161	.....	.....

Oats Movement in January.

Receipts and shipments of oats at the various markets during January, compared with January, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	927,040	338,041	1,079,320	562,850
Chicago	6,006,000	5,682,000	5,975,000	3,423,000
Cincinnati	292,800	.....	182,400	.....
Detroit	271,000	200,000	65,000	22,000
Ft. William	938,200	2,282,749	546,493	810,299
Indianapolis	758,600	847,800	320,400	529,200
New York	3,826,000	.....	3,768,392	.....
Omaha	2,280,000	2,070,000	2,132,000	2,570,000
Philadelphia	1,907,77	1,022,092	1,818,340	1,264,174
St. Louis	3,250,000	2,114,000	1,926,880	1,844,110
Toledo	508,900	573,600	330,320	309,500
Wichita	64,500	132,400	38,500	127,000
Kansas City	1,555,500	1,261,400	1,101,000	1,021,500
Duluth	72,964	90,923	220,584	17,811
New Orleans	.....	.....	2,967,659	1,822,393
Winnipeg	2,887,950	3,878,550	.....	.....
Minneapolis	3,239,150	3,939,500	3,998,380	3,814,570
Milwaukee	2,062,300	1,472,000	2,067,308	1,186,503
San Francisco	.....	.....	.....	.....
cisco, tons	1,650	1,912	.....	.....

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June 29	118,054,000	233,401,000	33,226,000	54,074,000	132,498,000	120,160,000
	1918-9.	1917-8.	1918-9.	1917-8.	1918-9.	1917-8.
Sept. 28	5,088,000	2,340,000	289,000	172,000	2,914,000	2,682,000
Oct. 5	5,532,000	2,379,000	153,000	542,000	2,704,000	4,801,000
Oct. 12	4,078,000	4,293,000	62,000	247,000	2,439,000	6,388,000
Oct. 19	4,200,000	2,429,000	39,000	87,000	4,478,000	3,500,000
Oct. 26	4,143,000	2,533,000	31,000	27,000	5,086,000	2,497,000
Nov. 2	2,513,000	1,572,000	30,000	270,000	2,394,000	2,476,000
Nov. 9	.....	.....	No report.	.....	.....	.....
Nov. 16	.....	.....	No report.	.....	.....	.....
Nov. 23	4,005,000	3,359,000	140,000	59,000	3,661,000	2,092,000
Nov. 30	7,560,000	2,800,000	114,000	164,000	3,335,000	1,246,000
Dec. 7	10,900,000	4,294,000	159,000	137,000	3,267,000	1,804,000
Dec. 14	7,440,000	3,521,000	220,000	31,000	3,288,000	1,589,000
Dec. 21	7,973,000	4,546,000	11,000	229,000	1,836,000	2,237,000
Dec. 28	4,765,000	3,162,000	208,000	321,000	1,873,000	1,108,000
	1919-20.	1918-19.	1919-20.	1918-19.	1919-20.	1918-19.
Jan. 4	3,600,000	2,191,000	61,000	177,000	2,198,000	1,966,000
Jan. 11	4,404,000	1,805,000	104,000	1,000	3,206,000	2,134,000
Jan. 18	5,013,000	2,109,000	119,000	175,000	3,100,000	1,728,000
Jan. 25	3,661,000	1,683,000	113,000	37,000	3,155,000	795,000
Feb. 1	1,854,000	1,568,000	28,000	10,000	558,000	1,708,000
Totals	110,050,000	94,006,000	7,320,000	10,737,000	73,893,000	80,273,000

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Craig, Colo., Jan. 28.—The wheat crop here is in good condition, tho we have not had average winter snows yet.—R. H. Howard.

DELAWARE.

Camden, Del., Jan. 24.—Growing wheat never looked better in this vicinity. The corn crop was also very good.—Thos. H. Howell.

MICHIGAN.

Lansing, Mich., Feb. 5.—The consensus of opinion among correspondents in regard to whether wheat suffered injury during January from any cause is that it did not. It has been protected by snow four days in the southern counties, 11 in the central, 16 in the northern and 21 days in the Upper Peninsula. Grain threshed in Michigan up to and including Jan. 25, 1919, is: Winter wheat, 652,968 acres, 9,168,692 bus.; spring wheat, 43,191 acres, 777,630 bus.; rye, 475,392 acres, 6,810,612 bus.; oats, 1,580,709 acres, 62,536,452 bus.; speltz, 9,411 acres, 257,785 bus.; barley, 279,667 acres, 8,358,611 bus.—Coleman C. Vaughn, sec'y of state.

MONTANA.

Molt, Mont., Jan. 25.—Winter wheat looks good, altho we have had no snow here yet.—F. B. Maynard.

NEBRASKA.

Leigh, Neb., Jan. 27.—Very little corn left in this locality, and what is left going to the feeders.—Herman Hamel.

Tecumseh, Neb., Jan. 30.—Our wheat is in good condition, but is without any snow for protection. No corn here. We are having to ship in what we need.—W. E. Evans.

Merriman, Neb.—Farmers in the locality who have winter wheat say that the snow is doing the crops inestimable good. Conditions were never more favorable for winter wheat than at the present time.

Murray, Neb.—This is going to be a bad year for the farmers of this locality; a short corn crop, selling at a low price on the one hand, and what the farmer must buy bringing a high price on the other.—W. A. Wheeler, mgr. Farmers Elvtr. Co.

OKLAHOMA.

Oklahoma City, Okla., Feb. 1.—The growing condition of wheat is 92%. Last month the condition was 95%, and on the same date one year ago, the condition of wheat was 56%. Reports from every section of the state show wheat to be in excellent condition and free from any mentionable damage at this time of the year. In a number of cases, especially in the northern part of the state, the ground is too wet to permit the pasturing of wheat.—Oklahoma State Board of Agriculture, W. B. Hamlin, statistician.

SOUTH DAKOTA.

Mitchell, S. D., Feb. 3.—Indications point to a large acreage of wheat and barley this year. In fact, the farmer is going to push production as strongly as possible as long as the prices remain high.—G. A. Harris, ass't mgr. Dakota Improved Seed Co.

Vermillion, S. D.—From what I can learn from the farmers and grain men of South Dakota there will be a very large crop of spring wheat and oats planted this season. The weather here is very favorable.—Martin Hicks, with the W. S. Nicholson Grain Co., Kansas City, Mo.

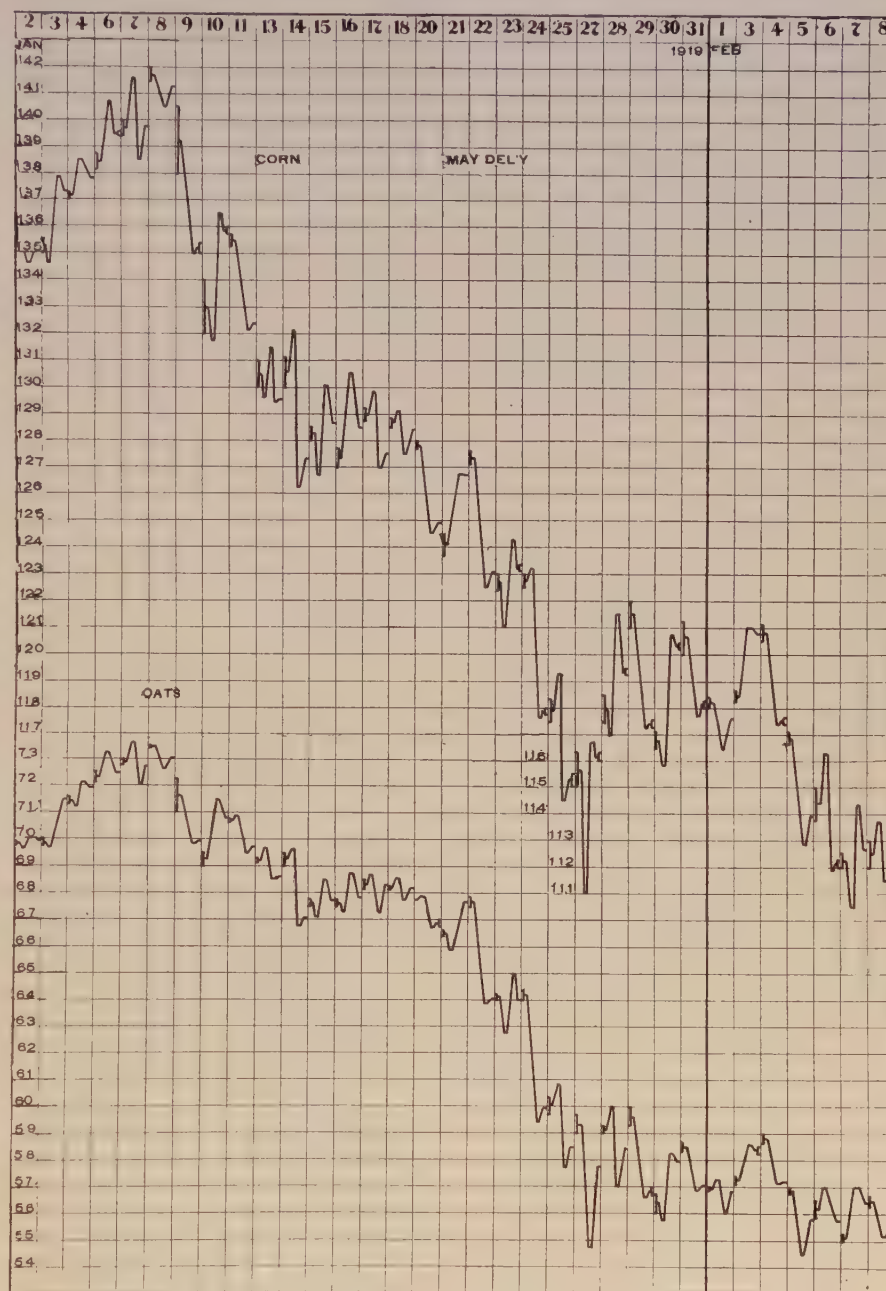
THE \$100,000,000 appropriation for food relief in Europe was passed by Congress.

Federal Board Coming to Chicago.

The Federal Board of Review, on recommendation of Charles J. Brand, of the Buro of Markets, is to be moved from Washington to Chicago. The inspection and efficiency departments will also be transferred. Space has been arranged for on the 11th floor of the Webster Building on South La Salle Street.

The Board of Review has 35 offices in the United States. Mr. Carroll will retain his office in the Continental & Commercial National Bank Building and will continue in charge of the Buro of Markets and Grain Supervision, but instead of sending his material to Washington, as formerly, he will send it to the Board in the Webster Building.

Opening, High, Low and Close at Chicago Since Jan. 1.



Daily Closing Prices.

The daily closing prices of oats and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY OATS.													
	Jan. 25.	Jan. 27.	Jan. 28.	Jan. 29.	Jan. 30.	Jan. 31.	Feb. 1.	Feb. 2.	Feb. 4.	Feb. 5.	Feb. 6.	Feb. 7.	Feb. 8.	
Chicago	58 ³ / ₄	57 ³ / ₄	58 ³ / ₄	56 ³ / ₄	57 ¹ / ₄	57 ¹ / ₄	56 ³ / ₄	58 ¹ / ₄	57 ¹ / ₄	55 ³ / ₄	55 ¹ / ₄	56 ³ / ₄	55 ¹ / ₄	
Kansas City....	58 ³ / ₄	58	59	58 ³ / ₄	58 ³ / ₄	57 ³ / ₄	57 ³ / ₄	59 ¹ / ₄	57 ³ / ₄	56 ³ / ₄	55 ³ / ₄	57 ¹ / ₄	56 ³ / ₄	
Milwaukee	58 ¹ / ₄	57 ¹ / ₄	58 ³ / ₄	56 ³ / ₄	57 ⁵ / ₈	57 ¹ / ₄	56 ³ / ₄	58 ³ / ₄	57 ¹ / ₄	55 ⁵ / ₈	55 ¹ / ₄	56 ¹ / ₂	55 ¹ / ₂	
Minneapolis ...	55 ¹ / ₄	54 ¹ / ₂	55 ⁵ / ₈	54 ¹ / ₂	55 ⁵ / ₈	55 ⁵ / ₈	55	57	56 ³ / ₄	54 ¹ / ₂	54 ¹ / ₄	54 ⁵ / ₈	54	
St. Louis.....	59 ³ / ₄	59 ¹ / ₄	59 ³ / ₄	58	59	57 ¹ / ₄	58	59 ³ / ₄	58 ³ / ₄	56 ³ / ₄	57	57 ³ / ₄	56 ³ / ₄	
Winnipeg	66 ³ / ₄	65	65 ⁵ / ₈	64 ³ / ₄	66 ³ / ₄	65	65	67 ³ / ₄	65 ¹ / ₂	64	63 ⁵ / ₈	64 ³ / ₄	64 ¹ / ₄	
	MAY CORN.													
	Jan. 25.	Jan. 27.	Jan. 28.	Jan. 29.	Jan. 30.	Jan. 31.	Feb. 1.	Feb. 2.	Feb. 4.	Feb. 5.	Feb. 6.	Feb. 7.	Feb. 8.	
Chicago	115	116	119 ¹ / ₄	117 ¹ / ₄	120 ¹ / ₄	118	117 ¹ / ₄	120 ³ / ₄	117 ³ / ₄	113 ³ / ₄	112	112 ⁵ / ₈	112	
Kansas City....	120 ¹ / ₄	121	124 ³ / ₄	123 ³ / ₄	126	128 ³ / ₄	123 ¹ / ₄	126 ¹ / ₄	123	119 ¹ / ₄	117 ¹ / ₄	118 ¹ / ₄	117 ⁵ / ₈	
Milwaukee	115 ¹ / ₄	116 ¹ / ₄	119 ¹ / ₄	117 ³ / ₄	120	118 ¹ / ₄	117 ⁵ / ₈	120 ³ / ₄	117 ¹ / ₄	113 ³ / ₄	112 ¹ / ₄	112 ¹ / ₄	112	
St. Louis.....	118 ⁵ / ₈	119 ³ / ₄	122 ³ / ₄	121 ⁵ / ₈	124 ³ / ₄	122 ¹ / ₄	121 ³ / ₄	124 ⁵ / ₈	121 ¹ / ₂	118	116 ³ / ₄	117 ³ / ₄	117 ¹ / ₄	

Protest Against Unfair Sidetrack Leases

The National Industrial Traffic League's Special Com'te on Railway Leases and Side Track Agreements, A. W. McLaren, chairman, has submitted to John Barton Payne, General Counsel of the United States Railroad Administration, Washington, D. C., the following letter:

Shippers and industries generally throughout the country located adjacent to railroad lines and terminals, requiring use of sidetrack or railroad property, are required to sign leases containing in many instances clauses which place liabilities entirely beyond their control upon such users of sidetrack facilities. For many years the shippers of this country have executed agreements with the railroads covering their sidetracks, which were reasonably fair to both the railroad and the shipper and under which there was a vast industrial development—but there has recently been encountered a desire on the part of the railroads to cancel the old agreements containing reasonable terms relative to the liability of the lessee of railroad property and to force the sidetrack user to accept a new agreement placing upon him the liability for any loss or damage that occurs and even specifically making the user of the sidetrack liable for the negligence of the railroad, its agents or employees to third persons and over which the sidetrack user has no control whatever. Some of the carriers even go so far as to prescribe that the lessee of railroad property is to be liable for damages that may occur on their own main line in the vicinity of the sidetrack, due to negligence of railroad employees, over which the sidetrack user has not even remote control.

THE RAILROAD'S LEASES usually stipulate a certain term of years that the agreement is to remain in effect, and it has developed that as these old leases expire, new ones are presented containing in many instances entirely new terms of liability and which the user of the sidetrack is forced to execute and accept—usually being advised that the new form is standard and that no deviation therefrom will be accepted by the carrier from anybody and that they intend to substitute the standard form as fast as their old leases expire—and regardless of the justice of the terms in the so-called standard form, the shipper must accept because it is "standard form."

We are not in this presentation in any wise suggesting that when a lease expires it should be continued at the terms previously in effect, so far as it relates to the compensation which a railroad should receive. We feel that the carriers should be free to negotiate and secure such return from their property as is fair and reasonable and so long as there is no discrimination and with the same general terms applied to all the users of railroad property, there should be no complaint—and further, as the Interstate Commerce Commission has practically outlined the rule requiring fair compensation, this feature should be left for the parties to settle on its merits, as values of property vary and no general rule could cover.

SOME OF THE liability clauses in railroad sidetrack agreements are reason-

able and many of the carriers are inclined to provide simply for fair protection to their interests, and the liability they impose upon their sidetrack users is reasonable. It is not the attitude of the National Industrial Traffic League that the user or lessee of railroad property should be absolved from liability, or that the carrier should be burdened with liability, but it is reasonable to maintain that each party to one of these agreements should be responsible for his own negligence and that of his own immediate employees. The National Industrial Traffic League asks that liability be not placed on either party beyond his control.

We do not present the request for a universal standard form of lease or agreement, but refer at this time only to the liability clause contained in such leases, which we feel should not place on the lessee liability for the negligence of the railroad, its agents or employees, or beyond the control of the lessee.

The accompanying illustrations of liability clauses in sidetrack agreements are only a few of the hundreds of clauses in agreements now in effect. The tendency is towards cancelling the reasonable contracts as they expire and forcing the execution of "standard" clauses, placing on industries liabilities which will require special insurance, and presenting a situation which necessitates important consideration.

It was held by the Supreme Court of South Carolina recently that the lessee of railroad property who signed an agreement assuming responsibility for all damages, could be held responsible for the loss sustained by third parties with whom he had no connection, and that the court would strictly construe the terms of such contracts regardless of the fact that it was shown that when the lessee signed the agreement it was represented to him that such terms were never enforced.

Unfair Clauses.

(New) C. & N-W. Ry. "That in consideration of the privileges hereby given to the said party of the second part to use and occupy a portion of the grounds of said Railway Co. as above described, and the benefits and advantages which it expects to derive therefrom, and that the rental herein reserved is as herein stated, the said party of the second part hereby releases said party of the first part, from all liability for damages by reason of want or failure at any time of title on the part of the lessor to any part of the demised premises, or the termination of this lease as hereinafter provided; and also hereby releases said party of the first part from all liability for damages, or otherwise, by reason of any injury to or destruction of any structure or any real or personal property of any kind owned by said party of the second part or in which it is interested, which now is or may hereafter be placed or be any part of said demised premises, or upon any premises adjacent thereto, in consequence of fire caused by or originating with any locomotive or cars or their operation, whether such locomotives or cars be those of the party of the first part, or any other person or corporation, or in consequence of any fire caused by or originating with anything else than such locomotive or cars, or in consequence of any engines or cars running off the track or in consequence of anything else whatsoever, and whether there be, or not, in the event of any such injury or destruction any fault or negligence of the party of the first part, or of any agents or employees of the party of the first part in any way causing or contributing to such

fire or such running of engines or cars off the track, or any such other things whatsoever, or in any way causing or contributing to such injury or destruction; and the party of the second part agrees with the party of the first part that it and each of them shall be exempt and free from any liability for any such injury or destruction, as aforesaid, and the party of the second part hereby assumes all risk thereof. The said party of the second part hereby further agrees that if in any case the release hereinbefore made shall not be valid, the party of the first part shall have the full benefit of any insurance effected by the lessee upon the structure or property injured or destroyed and the party of the second part hereby further agrees that it will at all times during its occupancy of said premises indemnify and save harmless the said party of the first part from any and all manner of claims or recoveries by any person or persons, corporation or corporations whomsoever, for loss of or damage to any structure or any real or personal property of any kind placed or stored or being upon any part of said demised premises, or upon any premises adjacent thereto, whether such loss or damage be in consequence of one or another of the causes hereinbefore stated."

C. B. & Q. Railway: "The lessee agrees to hold the Railway Company and the Chicago, Burlington & Quincy Railroad Co., its lessor, harmless from all claims, demands, suits, attorneys' fees and expenses, for loss, injury or damage, including loss or damage occasioned by fire set out from the locomotives of the Railway Company, whether caused by the negligence of the Railway Company or otherwise, to the person or property of the lessee, the Railway Company or its employees or of any other persons whomsoever, while on or about the demised premises."

Great Northern Railway: "That the said leased premises are in dangerous proximity to the railroad tracks of said lessor and that persons coming upon said premises will be in danger of injury and property thereon liable to destruction by fire or other causes incident to the operation of a railroad; and the lessee hereby assumes all risk of death of and personal injury to its officers, servants, employees or customers and other persons coming upon said premises at its instance or with its consent or knowledge, and all risk of loss, damage, or destruction of structures or contents or any other property brought upon or in proximity to said premises by the lessee, or by any person or persons at its instance, or with its consent or knowledge, without regard to whether said death, injury, loss, damage or destruction be occasioned by fire from locomotive engines belonging to the lessor, or by any other cause or causes incident to or arising from the movement of locomotives, cars or trains of cars, from misplaced switches or in any respect from the operation of its railroads by the lessor; without regard to whether said injury, loss, damage or destruction be due to the negligence or misconduct of any employees of said lessor, or to defective appliances, engines or machinery; and the lessee hereby agrees to reimburse, indemnify and save harmless the lessor for and from any and all loss, costs, suits, claims, demands and recoveries on account of any and all such death or injuries to persons, or loss, damage or destruction of property caused in any manner aforesaid."

Fair Clauses.

The following are fair and reasonable:

C. I. & L. Railway: "The said second party will indemnify and save the railroad harmless for all their loss, damage or injury to persons or property on the premises of the second party by reason of side-tracks, and the maintenance and operation thereof which is not due to the sole negligence of the first party, its agents, or employees."

N. Y., H. H. & H. Railroad: "And the Contractor hereby agrees to return to the Railroad Company all cars placed on said sidetrack for the Contractor in as good condition as when received, ordinary wear and tear excepted, and to be responsible for the safety of the contents of such cars while on said sidetrack; and to indemnify and save harmless the Railroad Company against all claims for damage to persons or property arising from the use, handling or existence of said cars and contents on said sidetrack, except where such damage shall be shown to have been caused by the negligence of the Railroad Company or its employees."

"And the Contractor hereby assumes all risk of damage by fire to property of the Contractor and to cars and contents placed on said sidetrack for the Contractor, and

agrees to indemnify the Railroad Company and save it harmless against any and all claims and damages resulting from such fire, except where such fire or resulting damage shall be shown to have been caused by the negligence of the Railroad Company or its employees."

Oregon Short Line R. R.—Spur Track Agreement : The party of the second part hereby agrees and binds itself, its successors and assigns, to indemnify and save harmless said Railroad Company from and against all manner of claims, damages, actions, causes of action, debts, dues, liabilities, judgments and costs arising or that may hereafter arise, or be claimed or that may in any way be predicated upon damages to or the destruction of property whatsoever and injuries to or the death of any persons, whomsoever, caused or contributed to by the construction, maintenance or operation of said proposed spur track, except such as are caused or directly contributed to by the negligence of the Railroad Company or its agents, servants or employees, while operating on said track; and further agrees, at the request of the Railroad Company, to defend, at its own sole cost and expense, any and all suits or actions growing out of or predicated in any manner upon any of the matters or things aforesaid; and agrees that the Railroad Company shall not be responsible for any damage to or loss of contents of cars by fire or any other cause whatsoever, after cars are placed for loading or unloading, the liability of the Railroad Company not to begin until the car or cars shall have been switched from said spur track to the main line for transportation, unless such loss be caused or directly contributed to by the negligence of the Railroad Company, its agents, servants or employees; that the party of the second part will pay promptly, in cash, for any and all damages that may be done to the cars of the Railroad Company caused or directly contributed to by the negligence of the party of the second part, its servants, agents or employees, while cars are on said spur track for loading or unloading by the said second party."

Mr. Schwartz Returns to Business.

Members of the grain trade will be pleased to learn of the return of Mr. B. F. Schwartz to his business after one and one-half years of active war service.

At the inception of the war Mr. Schwartz turned his speedy motor yacht "Pattina" over to the U. S. Government, which immediately converted her for war purposes under the official title of S. P. 675, enlisting himself in command. After about six months of such duty, he secured an appointment to the U. S. Naval Academy at Annapolis, and received four months of intensive naval training, with a commission in the regular navy upon graduation.

He was assigned to the battleship "Georgia" which at that time was attached to the U. S. Atlantic Fleet. After three months' service on the "Georgia" he received orders for duty with the U. S. Destroyer forces in European waters, and immediately reported over there, where he remained until several weeks after the armistice was signed. During his travels he saw quite a little of France, England and Ireland under war conditions.

He returns to his office with his entire organization intact and will now be in personal charge in New York City. The company will continue to do a cash grain and mill feed business, domestic and export; this will include brokerage, commission and merchandising.

The company has four men on the New York Produce Exchange and has private wire connections with Buffalo, Chicago and other Western points.

Mr. Schwartz is a member of the Chicago Board of Trade as well as the New York Produce Exchange, and has recently been posted for membership on the New York Stock Exchange. After a year and one-half of active service he is glad to be home and personally on duty again with his own organization.

Penalty Clause Illegal.

The Wray Farmers Grain Co., of Wray, Colo., had in its by-laws the following clause:

"The stockholders of this company may sell grain to competitors in Wray, only, by paying to the secretary of the Wray Farmers' Grain Co. the sum of one cent per bushel for each bushel of grain so sold, as his proportional share of the maintenance of the company; provided grain sold to local feeders and grain sold for seed for use in our immediate locality shall be exempt from penalty. If any stockholder is found guilty of avoiding this by-law his stock shall be liable to forfeiture in this corporation."

Timothy Burns, a farmer living near town and owning two shares of stock, sold and delivered about 3,500 bus. of wheat to a competing grain buyer in the town of Wray.

The Wray Farmers Grain Co. brought suit in the district court of Yuma County to recover of Burns \$35 on account of his having sold to a competitor, and was given judgment; but the Supreme Court of Colorado in a decision given Dec. 2, 1918, reversed this in favor of Burns; holding the clause "void and illegal, as being in undue restraint of competition." The Supreme Court said:

Proof of Effect Not Necessary.—We need not assume that the stockholders of the Wray Farmers Grain Co. deliberately entered into a scheme or combination, by means of this by-law, for the purpose of preventing any other grain buyer from doing business in Wray. The by-law would be invalid without proof of this intent. Neither is it necessary to find that competition has actually been stifled.

From the agreed statement of facts filed in this case the tendency of the by-law to stifle competition is manifest. It is practically impossible for a competitor of the plaintiff company in Wray to secure

the patronage of the 230 existing stockholders in the Grain Company. The number of such stockholders may increase, since there are 400 shares of capital stock. Such stockholders may comprise all, or nearly all, of the farmers residing in the vicinity of Wray. If these farmers do not want to sell grain to their own company, they are allowed to sell to any competitor outside of Wray, but not to any competitor in Wray, unless they pay the penalty of one cent per bushel for each bushel of grain so sold in Wray. It follows that they will not sell to a competitor in Wray unless they receive one cent or more per bushel than what is offered by their own company. The competitor must offer this additional amount, or else lose the business. The by-law, if enforced, unquestionably would tend to drive out of business any other grain buyer in Wray and give the plaintiff company a monopoly. This effect renders the by-law unreasonable.

Restriction Unreasonable as to Stockholders.—There is another feature of this by-law which makes it unreasonable. That is its restriction upon the stockholders themselves. They are restricted in their right to sell their product to whomsoever they please, and there is an absence of circumstances which renders such restriction fairly necessary for their own protection. According to the by-law they are required to sell to no grain buyer in Wray, which is their nearest and most convenient place of market, except to the Wray Farmers Grain Co. If they violate this agreement they are subject to the penalty prescribed in the by-law.

An Injury to the Public.—The unreasonableness in the two respects above noted is due to the resulting injury to the public, which injury is assumed to exist or be inflicted under circumstances of this kind according to the well-settled doctrines having to do with public policy. Our conclusion in this case, as well as the conclusion of the Iowa court, is amply supported by numerous adjudications upon contracts surrounded by facts somewhat analogous to those existing in the case at bar.

The Supreme Court of Iowa, in two cases, has decided practically the same identical question which is presented in the instant case. The first of these cases is *Reeves v. Decorah Farmers Co-operative Society*, 160 Iowa, 194, 140 N. W. 844, 44 L. R. A. (N. S.) 1104, decided April 10, 1913. In that case the defendant society was a corporation organized for the purpose of buying, selling and shipping hogs at the town of Decorah, Iowa. There were 350 individual stockholders, composed of farmers living in the vicinity of Decorah. The corporation had a by-law, similar in its effect to the by-law involved in the instant case. The by-law there was in the following language:

"In order to insure future success and prosperity of this society its members and shareholders are required to sell all their marketable produce and live stock to the society. Any member or stockholder who may prefer to sell his produce or live stock to a competitor in this market shall forfeit to the company and pay over to its treasurer, from the proceeds received for produce or live stock so sold to other firms or competitors, the amount as follows: Five cents for every hundredweight sold to any competitor."

The foregoing by-law was held by the court to be invalid, as being in "undue restraint of competition."

In the case of *Ludowese v. Farmers Mutual Co-operative Co.*, 164 Iowa, 197, 145 N. W. 475, the by-law imposed a penalty upon the stockholder if he sold grain or livestock to a competitor of his company; the penalty as to grain being one cent per bushel, as in the case at bar. The court held that "the by-law was clearly in restraint of competition and therefore illegal." It further announced that it adhered to its decision in the *Reeves* case.—176 Pac. Rep. 487.

THAT PRICE FIXING by the United States government or individuals is illegal is the opinion of the Attorney General who has rendered a decision that the Sherman Act is still in effect. Concerted price fixing by any industry after the government ceases to exercise price control January 1 will be regarded by the Department of Justice as in restraint of free competition, it was stated. The explanation was made officially in answer to queries as to what happens to war-time price fixing when the war industries board ceased to function.



B. F. Schwartz, New York, N. Y.

The Need of Standards for Elevator Construction.

BY J. J. FITZGERALD.

When Mr. P. F. McAllister appears on your pages, he generally has something of interest to say. This is especially true of his article in the Jan. 10 number, under the caption: "Modern Features of Country Elevators"; but I am not wholly in agreement with all that he has to say therein. He says:

"Two things that are not used in country elevators, one of which should be insisted on by insurance companies * * * are dust collectors and sweepers, and the handling of grain by the pneumatic system. The dust collecting and sweeper system would necessitate a little more power. * * * With the use of such a system in every elevator the dust explosion hazard and spontaneous combustion hazard would be practically eliminated."

Now I will agree that a sweeper system in any country elevator would be an excellent thing; but neither the dust explosion hazard nor the spontaneous combustion hazard has ever been so imminent in the country house as to warrant fire insurance interests insisting upon its installation. In all my experience as an inspector and an adjuster, I have yet to come on to an authenticated case of dust explosion in the country elevator.

Our Montana inspector reported an explosion in an elevator leg in a house in that state last December, and the facts submitted seem to warrant the correctness of his conclusion; but this hazard in my opinion has been overworked. The same may be said of spontaneous combustion. We like the mysterious, and when an unexplainable fire breaks out in an elevator, we look serious, charge it up to spontaneous combustion, and go on our way rejoicing. I do not say that the hazard does not exist. Dust will heat, and anything that will heat is dangerous; but I have found few fires that could be traced to this cause.

Now as to the pneumatic system of handling grain. I think Mr. McAllister has opened up a very interesting question, and I do hope we may have a strong light thrown on it. When this system can be economically adapted to the country elevator, I think the number of fires therein will be very materially reduced. Without any question the present elevator leg is the enemy that we have to watch, and I do believe that if we would get away from the mysterious for a little while and concentrate on this feature of construction, we would benefit ourselves and the world at large.

In past days, the midnight elevator fire kept us all guessing. We just couldn't understand how it was that a plant could close down at five o'clock, have all windows closed, and a thoro examination made of it, and yet be transformed into a seething mass of flames at 11 p. m. Dust explosions, spontaneous combustion, locomotive sparks, speculation, grain shortage, the devil himself; everything but the elevator leg was thought of; and yet without any question, most of these mysterious fires had their origin in the leg. Within the past six months we have had some leg fires break out in the daytime; therefore we know that the leg will bear watching.

The records of the Mutual Fire Prevention Bureau for the 6-year period, 1910 to 1915, show that 339 out of 1,484 fires in mills and elevators were of "unknown" origin. In 1916, 95 fires out of 253 were "unknown." In 1917, 140 out of 329 were "unknown." When evidence of this kind is presented to some people, they stick their tongues in their cheeks,

wiggle their left ears and wink their right eyes. In other words, they get mysterious; but I for one have never been adept at performing these physical feats. I know that crooked fires do occur in elevators, but their number is very small; therefore, the percentage of "unknown" fires shown by the records of the Bureau must have had their origin somewhere, and most of them I think could be traced to the leg.

Now, what does this all mean? Simply that we have followed the very human impulse of accepting that which is. Our present methods of elevating grain were passed on to us by those who did the best they could, and we accepted them. True it is there has been some serious thought given to better methods; but taken as a whole, the boxed belt (a hazard that would be frowned upon if found in any other industry) with its possibilities for fire is still with us in all its purity.

Let me digress a moment to throw a few bouquets at that grand old gentleman, Thomas F. Hall, of Omaha. With all due respect to my many friends in the contracting business, some of whom are doing very excellent work in the way of improved leg construction, I must say that he has been the most advanced and serious thinker that the business has produced. Now, either his ideas are correct or they are not correct. If they are correct, they should be adopted. If they are not correct, let's have something better.

One trouble with us is there has not been enough concerted effort between interested parties to solve this troublesome leg question. Every contractor seems to have an idea of his own, which he thinks is superior to that of every other contractor's and fire insurance interests have accepted without question anything that was boxed. The result, in my opinion, has been this heavy run of "unknown" fires. These fires must be stopped, and, it is up to insurance interests to see that an attempt is made to stop them; in the absence of any better evidence, I think we can start on the leg.

Now, surely there is enough brains in the contracting and insurance business to get together on a safe method of elevation. The Mutual Fire Prevention Bureau made a serious attempt to solve the problem. Its efforts do not seem to be appreciated in some quarters. I would have preferred that the Bureau introduced this subject in a different way; but that's beside the question. The effort made was a serious one, and credit must be given therefor. There are contractors, who I believe have good solutions of the problem, and the low burning ratio of the houses they have constructed would seem that they have ideas worth considering. But it appears to be a failing of elevator contracting that those engaged in it cannot get together, and this lack of co-operation is shown in the very high mortality of the business.

In one state, there is scarcely a contractor in the business today who was in it six years ago. Within one week, I visited with two contractors from widely separated sections of the country, who had never before been acquainted except by reputation. After a day and a half they both admitted that the exchange of ideas had been very profitable. Now that's what we want all along the line. If we can't get some concerted action to deal with these problems, and adopt some uniform standards for leg construction, as well as other features, I think that every elevator fire that occurs

should be tabulated and charged against the man who built the house. By then studying his methods of construction we could learn whether or not they are faulty.

Of course, the buck will be passed to the insurance companies. They must stand their share of the blame, but they can't do everything. To get a solution of these problems, they need the co-operation of the practical men in the business. By working together we can adopt some standards, and then insist upon all living up to them.

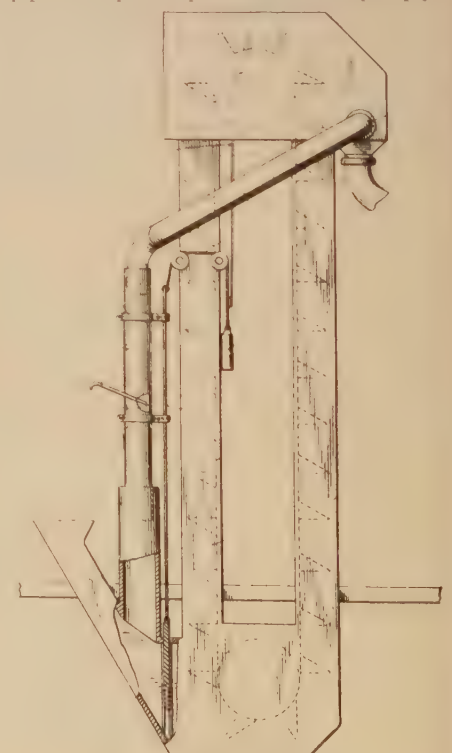
The Field Men's Ass'n of the Mill and Elevator Mutual Fire Insurance Companies will hold its annual convention in St. Louis in March. This would seem to be a good opportunity for a joint meeting of insurance interests and mill and elevator contractors for a thoro discussion of construction problems in general and leg construction in particular.

Automatic Cut-Off for Boot.

To operate a gate shutting the feed from the boot of the elevator leg when the bin is full or the distribution from the elevator head is obstructed Harold L. Gray has utilized the direct action of the weight of the overflowing grain as shown in the engraving herewith.

The overflow is carried from the head of the elevator thru a diagonal spout and dropped into a vertical spout having a sliding motion up and down. Two clamps on this vertical telescoping spout hold firmly a vertical iron rod to move up and down with the spout. The lower end of the rod connects with the boot gate and the upper end of the rod connects with a rope traveling over two pulleys to a counterweight. In the middle of the telescoping spout is a valve not quite closing the spout. If desired there may be attached to the counterweight rope a rod to actuate a clutch or stop to arrest the elevator head pulley.

When the turnhead or distributing spout has filled up to the overflow the grain begins to fall thru into the diagonal pipe and piles up in the telescopic pipe



Automatic Cut-off for Boot.

until the counterbalance is overcome, when the pipe descends and cuts off the flow of grain into the boot. The small leak past the valve gradually empties the telescopic pipe, which then rises and opens the slide, letting the grain resume its flow into the boot. Both operations of closing and opening the slide are automatic.

If desired, alarms or indicators may be attached to warn the operator that the leg is running empty. For this invention Mr. Gray has been granted letters patent No. 1,286,999.

Decision Against Merchants' Exchange Weighing.

After a hard-fought battle the Supreme Court of the United States gave a decision, against the Merchants' Exchange of St. Louis, Mo., Jan. 7, 1919, and upheld the state law prohibiting others than state weighers from issuing weight certificates at public warehouses.

This is a service the Merchants' Exchange had been performing in the interest of shippers of grain to that market supplementing the state service, but in obedience to the mandate of the court this service will be continued only at the non-public elevators and tracks. The court said:

A statute of Missouri relating to the inspection and weighing of grain, approved March 20, 1913 (Laws Missouri 1913, pp. 354-373) and amended March 23, 1915 (Laws Missouri 1915, p. 302), declares that in cities of more than 75,000 inhabitants all buildings used for the storage or transferring of grain of different owners, for a compensation, shall be deemed public warehouses; and, by section 63 (page 372) thereof, prohibits under severe penalties "any person, corporation or association other than a duly authorized and bonded state weigher to issue any weight certificate [for any] grain weighed at any warehouse or elevator in this state where duly appointed and qualified state weighers are stationed, * * * or to make any charge for such weighing * * * or weight certificates.

In June, 1915, an original proceeding in the nature of quo warranto was brought under this statute at the relation of the Attorney General in the Supreme Court of the state against the Merchants' Exchange, a Missouri corporation with the usual powers of a board of trade. See *House v. Mayes*, 219 U. S. 270, 31 Sup. Ct. 234, 55 L. Ed. 213; *Board of Trade v. Christie Grain & Stock Co.*, 198 U. S. 236, 25 Sup. Ct. 637, 49 L. Ed. 1031. The information stated that St. Louis is a city of more than 75,000 inhabitants; that public weighers of grain are maintained there at all public warehouses and elevators in compliance with the act; and that the respondent in violation thereof and in abuse of its corporate franchise maintains a bureau for weighing grain, grants weight certificates, and makes charges therefor. The prayer is that respondent be adjudged guilty of these practices and that a fine be imposed.

Service Was Desired.—The return admitted substantially the facts stated in the information but alleged that the services were rendered only at the request of members; that the weighing by its bureau in addition to that of the public weighers added to the general security, thus benefiting farmer, dealer and consumer; that similar weighing bureaus were maintained by the boards of trade at competing grain markets; and that the statute, in prohibiting the practice, deprived its members of liberty and property and of equal protection of the laws in violation of the Fourteenth Amendment.

The return also set forth that the grain weighed by its bureau was in large part shipped into or out of the state; that it is commercially necessary as a part of interstate transit to pass grain through an elevator where it is weighed, and the issue of certificates of weight is essential; and that the provisions of the Missouri act therefore violated the commerce clause of the federal Constitution. Upon a demurrer to the return, the full court found the respondent guilty and ordered that it be ousted of the usurped power of weighing grain received into or discharged from public warehouses and elevators and of making charges therefor, and of issuing weight certificates and making charges

therefor; and that the respondent pay costs. State ex inf. *Barker v. Merchants' Exchange of St. Louis*, 269 Mo. 346, 190 S. W. 993, Ann. Cas. 1917E, 871. The case comes here on writ of error.

First. Section 63 of the act does not violate the Fourteenth Amendment. As the state court has pointed out, the statute does not prohibit owners of grain from weighing it before it is sent to a public warehouse or after it is removed therefrom. But the issue of a private weigher's certificate in addition to the certificate of the public weigher might lead to embarrassment or confusion or prove a means of deception. The regulation of weights and measures with a view to preventing fraud and facilitating commercial transactions is an exercise of the police power.

To require that goods received in or discharged from public warehouses shall be weighed by public weighers and that no one else shall issue certificates of or make charges for weighing under those circumstances is not an unreasonable or arbitrary exercise of the discretion vested in the Legislature. Compare *House v. Mayes*, supra; *Brodnax v. Missouri*, 219 U. S. 285, 31 Sup. Ct. 238, 55 L. Ed. 219. Nor can we say that to limit the application of the provision to grain and hay is an arbitrary discrimination against dealers in those articles. The fact that respondent is a corporation does not lessen the scope of the state's police power. We have no occasion to consider whether it is thereby enlarged.

Second. Section 63 does not violate the commerce clause of the Constitution (article 1, § 8, cl. 3). The contention that it does was rested below solely on the ground that the prohibition, as applied to grain received from or shipped to points without the state, burdens interstate commerce. It clearly does not. *Pittsburgh & Southern Coal Co. v. Louisiana*, 156 U. S. 590, 15 Sup. Ct. 459, 39 L. Ed. 544; *W. W. Cargill Co. v. Minnesota*, 180 U. S. 452, 21 Sup. Ct. 423, 45 L. Ed. 619. But the additional contention is made here that all state regulation of the weighing of grain was superseded by the United States Grain Standards Act, approved August 11, 1916 (39 Stat. 482 [Comp. St. 1918, §§ 8747½-8747½k]). That act (which is part B of chapter 313) relates exclusively to the establishment by the Secretary of Agriculture of standards of quality and condition. It does not in any way refer to the weighing of grain. And part B of chapter 313, by section 7 (page 484 [section 8747½f]), like part C, the United States Warehouse Act (sections 8747½-8747½pp), which does contain some reference to weighing by section 29 (page 490 [section 8747½nn]), makes manifest the purpose of Congress not to supersede state laws for the inspection and weighing of grain, but to co-operate with state officials charged with the enforcement of such state laws. The Missouri act is not superseded by or in conflict with the federal legislation.

The judgment of the Supreme Court of Missouri is therefore

Affirmed.—39 Sup. Ct. Rep. 114.

MILLERS will have a com'te at Washington to protect their interests. On recommendation of the Com'te on Export Trade and Legislation of the Millers National Federation, the president appointed a special legislative com'te composed of the former milling division chairmen, with Jas. F. Bell as chairman, to go at once to Washington.

ON INSTRUCTIONS cabled by President Wilson, Sec'y Glass has transmitted to Congress Mr. Wilson's request for the immediate appropriation of \$100,000,000 to supply food to liberated peoples of Austria, Turkey, Poland and Western Russia who according to his deductions have no recognized governments and are unable to finance international obligations and who are threatened with starvation. The substance of the request follows: I therefore, request that you should ask Congress to make available to me an immediate appropriation of \$100,000,000 for the broad purpose of providing for foodstuffs and urgent supplies, for the transportation, distribution and administration thereof to such populations in Europe, outside of Germany, as may be determined upon by me from time to time as necessary.

Arbitration for R. R. Claims.

Two propositions, which he considers desirable have been submitted by Mr. Henry Goemann, chairman of the com'te representing the shippers in the joint com'te of shippers and carriers to formulate rules for settling loss and damage claims. They are:

COOPERAGE.

Cars furnished by carriers for bulk grain loading shall be suitable for such loading, that is, grain tight and fit, or in such good physical condition as to require but little outlay of labor and repair material to make car suitable and fit.

Grain doors or grain door lumber of proper quality and dimensions shall be furnished by the carrier to cooper side and end doors, also other openings or crevices of cars used for bulk grain loading. Accessories such as nails, paper, cheesecloth, burlap or other similar material for calking or lining cars, required to prevent loss by leakage, shall also be furnished by the carrier for cars used for bulk grain loading.

In instances where the shipper makes the necessary repairs to cars and applies to same the grain doors and other cooping, the agent of the carrier must immediately inspect the car as to its fitness to safely carry bulk grain to destination and as to the efficient installation of the grain doors and other cooping conforming to the aforesaid rules, whereupon the agent of the carriers must at once issue to the shipper a certificate (form to be submitted later) which will be the shipper's authority to use the car for bulk grain loading.

Where cooped cars are furnished by the carriers as is now being done at certain places, certificates as to car's fitness to safely carry bulk grain to destination and as to the work done on the car must be issued to the shipper by the carrier the same as in the case of cars cooped by the shipper.

Note. The certificate must recite in detail the work done on the car and its condition at time of inspection by carrier's agent.

In the event that the carrier's agent refuses or neglects to issue said certificate, the carrier's liability shall be the same as though certificate had been issued.

ARBITRATION.

There shall be established an arbitration board by mutual agreement between the carriers and grain trade associations, consisting of three members.

Two of the members of this board shall be appointed by the Interstate Commerce Commission from names submitted by the carriers and grain trade associations, one from the list submitted by the carriers, one from the list submitted by the grain trade associations, and the third, who shall be chairman of the board, to be selected by the Interstate Commerce Commission.

The members of this arbitration board are each to receive an annual salary of \$6,000 and each is to be appointed for a period of five years.

Vacancies in the board are to be filled by the Interstate Commerce Commission in the same manner as originally outlined above.

The offices of the board are to be located in the city of Chicago, Ill.

The board is empowered to employ such help as will be necessary to properly conduct the work before it, and to secure proper quarters.

A charge of 10 per cent to be made against all claims that are filed with the board, this fee being chargeable to the party against whom the decision may be rendered (either carrier or shipper).

Any deficiency as between the salaries and expenses of the board and the amount assessed to be guaranteed and paid equally by carriers and grain trade associations parties to the agreement.

If a shipper complies with the foregoing rules and regulations and establishes adequate facilities as therein described, or defined, and his claims are not paid by the carrier, he shall have the privilege of appealing from such decision of the carrier and refer such declined claim to this board of arbitration for settlement by signing a mutual agreement (form to be submitted later) that the award of the board shall be final and binding upon both parties to the claim.

It is understood, however, that the shipper is not bound or compelled to install the facilities covered by these rules and regulations and nothing therein if not complied with by the shipper will prevent his taking his claim to the courts, and that all his legal rights will be retained by him as they may exist and were lawfully in effect.

The Grain Handling Facilities of Astoria, Ore.

The port of Astoria, Oregon, is but 18 miles from the Pacific ocean and 100 miles from Portland and its deep channel and wide harbor make it an attractive port for ocean going vessels at all seasons of the year. Grain is brot to Astoria by rail and by the little stern wheel steamers which float down the Columbia river from points 2,000 miles away with bagged grain. Two elevators and several warehouses have already been completed and another reinforced concrete elevator is contemplated so the port will soon be equipped to handle much grain from the Inland Empire.

When the adoption of modern methods for handling grain in bulk throughout the Northwest wheat-producing section became assured, the Port of Astoria Commissioners immediately authorized its engineering department to prepare plans providing terminal facilities for handling and storing bulk grain. At first it was decided to build a bulk storage plant for 500,000 bus. However, before a contract was let it was decided to increase the size of the initial unit to a 1,000,000 bus.

The new fireproof Astoria terminal elevator is located on Port property, about a mile west of the business section of Astoria, upon the sand fill of what is known as Pier No. 1. The arrangement adopted for the plan bears a direct relation to the site and the possible track arrangement. It consists of a central working house flanked by clusters of circular storage bins on two sides. To increase the receiving capacity, tracks and track hoppers are provided on both sides of the working house.

It is claimed the house can receive 50 to 60 carloads per day; clean 50,000 bu. per day; scour 30,000 bu. per day; and load 150,000 bu. per day into vessels.

In addition to the above plant and equipment, the old elevator had 100,000 bus. bulk capacity. It is connected by conveyors to the new plant so that it may be used in connection therewith. It

is also fully equipped with cleaning machinery.

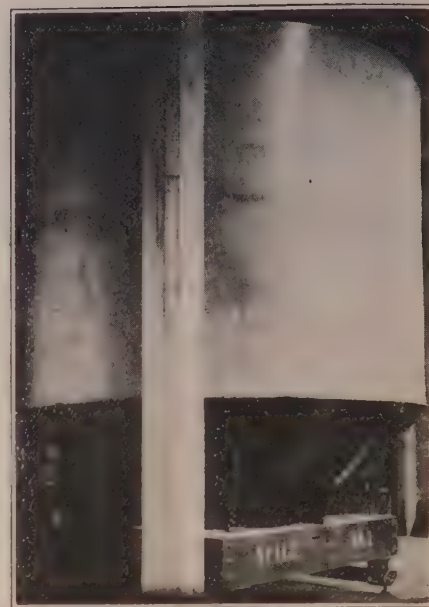
THE FOUNDATION: Since the site of the new elevator had previously been filled with sand to a uniform grade of 16 feet above mean low tide, the area of the foundation and receiving hoppers had to be excavated. This was done by means of a derrick and clamshell, the excavation being carried to a depth of three feet below the bottom of the footing slab. After the excavation was complete the water was pumped out of the pit and the piling driven over the entire foundation area. A total of 3,000 piles were used, ranging from 36 to 42 ft. in length. These piles were cut off to a uniform elevation, and the sand which had been raised by the jetting process of driving leveled and tamped to one inch below cut-off.

Upon the piling was poured a 6 inch slab of concrete, the water rising from the sand beneath being in the meantime carried away by a system of tile drains. Upon the 6 inch concrete slab was laid a membrane of 5-ply waterproofing, which was later extended up to within five feet of surface grade; and upon the waterproofing was laid the main footing slab of reinforced concrete 24 inches thick, which is the pier system under the main storage tanks.

The foundation piers are so arranged that two longitudinal tunnels are formed under each section of storage tanks for the belt conveyors carrying the grain discharged from the bins.

THE STORAGE: On opposite sides of the work house are 18 circular tanks and 14 interspace and end bins making a total of 64 bins available for storage purposes. The large concrete storage tanks are 22 feet 8 inches inside diameter and 78 feet 6 inches in depth. The thickness of the walls is 7 inches throughout the entire height, the difference in lateral pressure being provided for by variable spacing of the horizontal reinforcing steel.

Over the tanks are placed two story headhouses extending the full length of



Cylindrical Scale Hopper.

each section, and providing space for the two 36 in. belt conveyors and trip ers, which receive the grain from the elevator legs in the workhouse and deliver it to any bin.

THE WORKHOUSE construction is also of reinforced concrete similar to that of the tanks in quality of material, and varies only in that all loads are carried the entire height on a system of columns and beams, the distributing bins being formed by straight walls forming rectangular bins.

All portions of the work with the exception of the fill forming the hopper bottoms of the tanks is of one-two-four concrete, which carries 8 per cent of hydrated lime. The panels between the columns and spandrel beams in the headhouses are of hollow tile with $\frac{3}{4}$ inch waterproof stucco on the outside surface. The exterior surfaces are treated



Three Section Bag Conveyor and Piler in Port of Astoria Elevator, Astoria, Ore.

with a coat of one to one white sand and white cement. All window openings are fitted with steel frames and sash, and all stairways are of concrete.

THE MECHANICAL EQUIPMENT: Located on each side of the workhouse are two receiving legs, each of which will handle 6,000 bus. per hour. Grain is delivered to the track hoppers from car doors and diverted to the boots of the receiving legs. Two power shovels are provided for each hopper, making it possible to receive 60 carloads of bulk grain in eight hours.

From the receiving legs the grain is spouted directly to one of four 2,000 bus. concrete garners placed in the cupola. Each garner has four 14x22 inch gates operated by rack and pinion and controlled by the weighman on the scale platform. Sixteen hundred bushel hopper scales are located directly under the garners, fitted with revolving gates 22 inches in diameter. Each discharges into a 22 inch telescoping trolley spout with adjustments to meet all of the segregating bins in the workhouse.

The cleaning and scouring machinery is located on the ground floor of the building. Provision being made for 8,000 bus. per hour cleaning capacity and 5,000 bus. per hour can be handled through the scourers, making it possible at all times to maintain sufficient receiving space in the workhouse to avoid delay.

Two transfer elevators are located in the middle of the workhouse with an elevating capacity of 15,000 bus. per hour. These elevators deliver not only to all bins in the workhouse through by-pass spouts to the loading out bins and garners but also deliver to the 36 inch belt conveyors carrying the grain to any of the tanks in either storage section. The 36 inch belt conveyors are used under each storage section to deliver grain

from the tanks to the transfer elevators. The outlets of the 64 storage tanks are all equipped with rack and pinion gates, fitted with 12x12 inch spouts to conveyors. The center row of circular tanks in each storage section has two outlets, allowing both conveyors to be operated and maintain the identity of the grain on each conveyor.

Munn type revolving bin bottoms are used for the outlets of all bins in the workhouse which are connected with 10 inch steel spouts to the cleaners and scourers. Spouting is so provided with "Y" branches that grain can be spouted directly to elevator boots if so desired.

A 36 inch belt conveyor carries the grain from the shipping bins of workhouse to the waterfront along Slip No. 1 through conveyor gallery built over the top dock workhouse. This conveyor delivers to a longitudinal conveyor operating along the edge of the wharf allowing the loading of grain to two hatches of a vessel at one time and controlling the amount to each spout. Along this conveyor is provided sacking bins for sacking the grain necessary in trimming the vessel.

Ample walkways are provided at the sides of the conveyor belts over the storage units and around all machinery, well protected with steel railings and accessible stairways. A Humphrey's elevator operates from the basement floor to cupola, for the convenience of the employees. A platform elevator is also provided from the basement to the main floor with a platform 5x6 feet in size. Provision has also been made for screening elevators to deliver to hoppers placed in the loft of the first story.

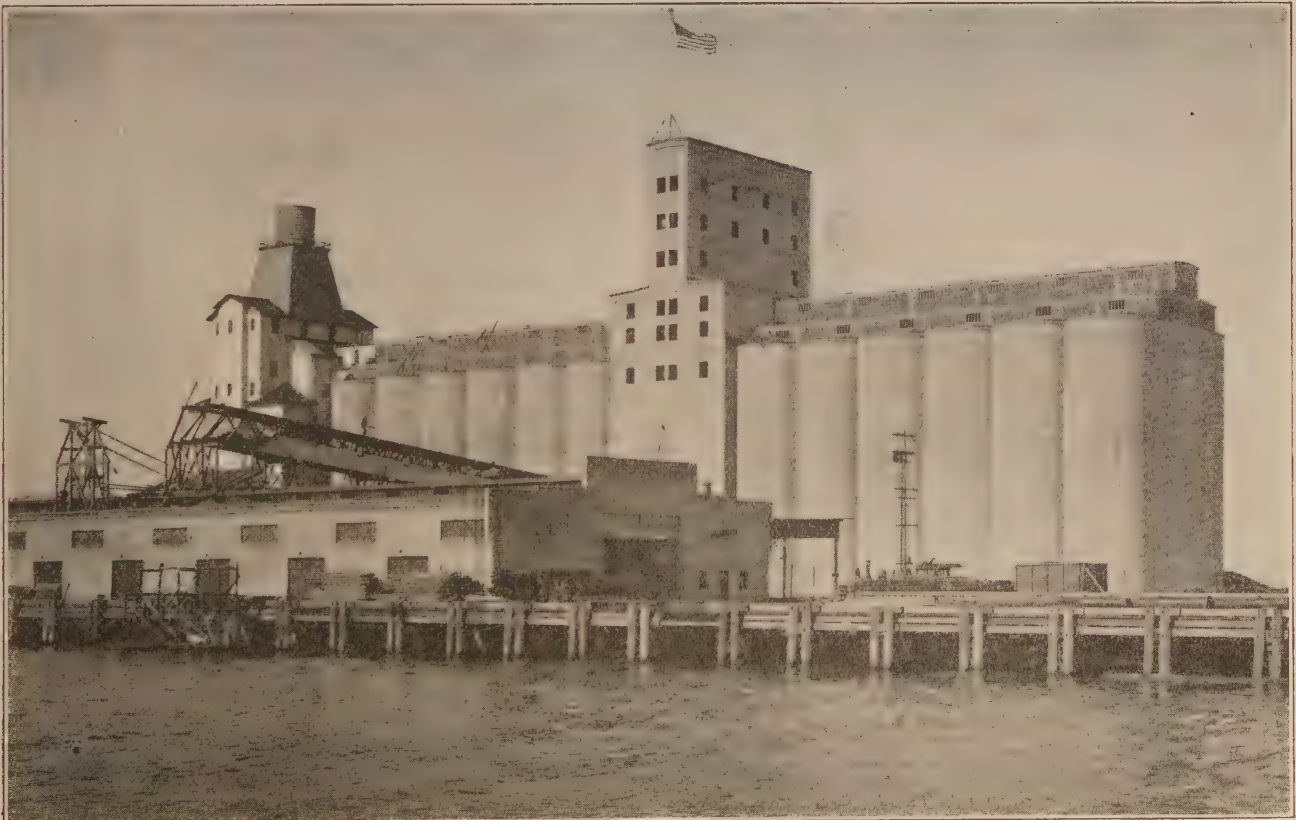
The dust collecting system is connected with all cleaning machines, with the hoppers at the discharge end of belt conveyors, as well as the heads of elevators.

The dust collectors are all of cyclone type, located in a separate concrete building placed across the railroad tracks opposite the workhouse, from which the dust can be sacked, with the intention of later providing for handling in bulk if desired. All ducts in connection therewith are of sheet metal.

THE POWER EQUIPMENT: The electrical power and lighting wires enter the building in underground conduit through 2,300 volt lines. The transformer and switchboard room has been located in one corner of the basement, in which are located the transformers for the power and lighting, which is reduced to 440 volt current for power and 220 volts for lighting. This vault is provided with raised false floor to take any overflow from the oil switches, preventing any possible danger from fire originating from such cause. The starters controlling all motors throughout the plant are located on the ground floor of the workhouse. Each starter is provided with ammeter, and indicating light and trip switches are located at the various motors. Six hundred electrical horsepower is required to drive the entire plant. The lighting is ample and well distributed. All wiring is done in metal conduit for both power and lighting purposes. Westinghouse motors are used throughout.

Cleaning and scouring machines are all driven from line shafting, with belt drives. Elevators are provided with internal gear drive, with spur gear reduction connected with motors by a silent chain belt. The conveyor drives are a combination of belt and American silent chain. The entire control for operating the upper portion of the workhouse is located on the floor over the top of the bins.

[Continued to page 247.]



New Reinforced Concrete 1,000,000-bu. Elevator of the Port of Astoria, Ore.

Grain Carriers

THE NUMBER of idle cars on the railroads of the United States is placed at 100,000.

THE NATIONAL INDUSTRIAL TRAFFIC LEAGUE will meet at New Orleans Mar. 11 and 12.

RAPID CITY, S. D.—We have noticed plenty of leaky cars, and the tracks have shown wheat along them.—R. R. Milling Co.

JOS. B. EASTMAN was confirmed by the Senate Jan. 24 as a member of the Interstate Commerce Commission, his term expiring Dec. 31, 1922.

BUFFALO, N. Y.—Finished steel canal boats are being sent out from the yards of the Ferguson Steel & Iron Co. It is expected that they will carry 20,000 bus. of wheat on a ten foot draft which will be afforded later.

IT IS A MISDEMEANOR for any carrier to disclose the nature, kind, quantity, destination, consignee, or route of any property for interstate shipment without the consent of the shipper.—U. S. Compiled Statutes 1913, § 8583(6).

DIRECTOR GENERAL HINES says that he is not advocating a five-year extension of government ownership of railroads as a means of working out a permanent solution, but only to give congress time to develop a comprehensive reform plan.

GRAIN RATES between Cairo, St. Louis and Kansas City to Little Rock are alleged to be discriminatory in a complaint just filed with the Interstate Commerce Commission by the Arkansas Jobbers & Mfrs. Ass'n of Little Rock, Ark.

PROTESTS against the enforcing of Order No. 57, which refers to grain claims arising from losses suffered in transit, have been forwarded by the firms that are members of the Sioux City, Ia., Board of Trade to Walter D. Hines, director general of railroads.

"Less than any other business, in my opinion, does the ship operation lend itself to government operation," said Charles Page, member of the shipping board, in discussing the future of American shipping at the opening session of a merchant marine conference.

WHEAT LADEN boats, eastbound, had to be liberated from the ice in the Mohawk River, New York, before they could proceed on their way. There were 46 in the canal at one time, 43 of them being loaded with wheat, which was valued at a million dollars. All were released.

EIGHTY-SEVEN Dutch ships with an aggregate tonnage of 559,600 dead weight which were requisitioned under presidential proclamation March 20 of last year as a war emergency measure are to be released and returned to their owners as fast as they reach United States ports on return voyages.

DALLAS, TEX.—Shippers of Texas held a conference Jan. 25 under the auspices of the Texas Railroad Commission and adopted a resolution favoring the immediate return of the roads to private ownership, with adequate remedial legislation by congress. J. L. West, traffic mgr. of the Pyeatt lines, counseled against hasty action, declaring a financial crisis would follow within 30 days if "the roads were dumped back on the owners without proper legislation."

THE HALF RATE on freight which the railroads of Montana have been charging on hay, grain and stock feeds from all points west of the Mississippi has been extended to March 1. In order to get the benefit of the reduction, the consignee must present to the railroad agt. a permit from the county farm agt.

HALF, or reduced freight rates on feed commodities to the drouth stricken districts of the southwest, effective Jan. 25, have been cancelled, a circular to that effect having been issued by the Dallas District Traffic Com'te, but all cars in transit before the effective date of cancellation are subject to the reduced rate.

MAX THELEN has succeeded C. A. Prouty as Director of Public Service and Accounting of the U. S. Railroad Administration. He was a member of the California Commission and recently supervisor of contracts for the War Department. Mr. Prouty will do valuation work for the Interstate Commerce Commission.

THE RESTORATION of lighterage service guaranteed under existing tariffs to the port of New York formed the substance of resolutions passed at a recent conference of merchants, manufacturers and shippers to be presented to the Railroad Administration at Washington. A com'te of five was appointed to make the representation to the proper authorities.

GENERAL ORDER No. 18 by McAdoo specifying where a shipper must bring suit against a carrier has been knocked out by the Supreme Court of New York, holding, Jan. 27, that the action brot by Benjamin Moore & Co. against the Santa Fe could not be dismissed because suit was not brot where plaintiff resided. The Carmack amendment authorizes suit wherever summons can be served on originating, connecting or delivery carrier.

THE MOVEMENT of grain and livestock from South Dakota to Eastern markets has assumed such large proportions that railroad officials have been hard put to it to handle it with the facilities at their disposal. In some places movement has been so slow that the elvtrs. have been filled to overflowing and serious congestion has occurred at several points.

MINNEAPOLIS, MINN.—Protest has been made to the United States Grain and Railroad Administration by Minneapolis grain men against the operation of the embargo on grain to Minneapolis on the ground that it is diverting the grain trade from Minneapolis to St. Paul. A com'te appointed for the purpose has presented the case to A. W. Trenholm, regional director of terminals.

CANCELLATION, effective Feb. 8, of Sup. No. 1 to C. I. & L. tariff No. 7449, covering claims for grain shortages, is announced by the Railroad Administration. This includes rules governing the inspection, selection and cooping or rejection of cars for bulk grain, loading and recording loss of grain from car by leakage during transit and the disposition of claims for loss and damage of grain.

REPARATION before Mar. 15 of the unreasonable demurrage charges assessed on shipments of grain at the Manchester Yards, Pittsburgh, Pa., has been ordered by the Interstate Commerce Commission on complaint of the Grain & Hay Exchange in Docket No. 8820. Cars containing transit grain are not subject to demurrage charges if an order to place the car at an elevator is given within 24 hours after the first 7 a. m. following the notice of arrival at that yard. The Commission holds that grain can be handled as transit grain even tho it goes thru an elevator for the purpose of being weighed only and is then reloaded and shipped.



Power for Legs of Port of Astoria Elevator Is Transmitted by Silent Chain Drives from Motors. [See pages 234, 235.]

THROUGH RATES for unloaded grain stopping in Minneapolis have been granted by the railroad administration. Under this new ruling, grain received in Minneapolis and sold without reloading may be billed to its destination at the thru rate. Since June 25, 1918, only unloaded and reloaded freight was eligible to this privilege.

OPPOSITION TO GOVERNMENT ownership of railroads, or the five-year extension of federal control was expressed by S. Davies Warfield of Baltimore, pres. of the National Ass'n of Owners of Railroad Securities, before the Senate Interstate Commerce Com'ite. He advocated the return of the railroads to private ownership and outlined a comprehensive plan adopted by com'ites of the securities ass'n which would provide for a minimum rate of return on property investment of the railroads fixed by act of congress thru rates adjusted as occasion demands.

A REDUCTION of 66% in tariff charges between Atlantic and gulf ports and ports in the United Kingdom, France, Italy, Belgium and the Netherlands has been made by the shipping board to meet the cut of from 60% to 70% in transatlantic freight rates made by British ship owners. Further drastic cuts have been

made in cargo rates from North Atlantic ports to Australia, South Africa and the far east ports, as the result of information that similar action had been taken by British interests.

THE GREAT LAKES-ST. LAWRENCE-TIDE-WATER Ass'n was organized at Washington, D. C., by representatives of eight states interested in the lakes-to-the-sea channel, thru enlarging the St. Lawrence River. Resolutions were adopted asking the government to co-operate in what Canada is already doing. The states sending representatives are Wisconsin, North Dakota, Iowa, Illinois, Indiana, Michigan and Ohio.

A PROTEST against the enforcement of the ruling of the railroad administration that elvtr. owners must pay for any side tracks built and must sign contracts to that effect, has been made by grain dealers in Hutchinson and vicinity, and they will refuse to sign contracts until the legality of the measure has been passed upon by the higher courts. The dealers also voted to suggest that railroads should keep a record in the way bill of expenses of repairs to be given the receiver of the car in order to eliminate all questions of leakage and loss of grain in transit. It was also decided that inspectors should be employed whose sole duty

would be to look after all leakages and needed repairs.

MINNEAPOLIS, MINN.—A com'ite, composed of members of the Chamber of Commerce Traffic Ass'n, grain, coal and provision shippers and manufacturers, will act on the river development com'ite of the newly appointed Civic & Commerce Ass'n. This com'ite will work with a similar com'ite of the St. Paul Ass'n for the purpose of obtaining all possible benefits from improving river transportation for that section.

THAT SHIPPERS should have equal representation on the various com'ites appointed and controlled by the railroads, is the argument advanced by Clifford Thorne, who is representing shippers in the adjustment of their controversies over rates. He does not advocate doing away with the com'ites, but criticises their methods of procedure declaring that many of them fail to notify shippers when hearings are to be held.

JOINT RIVER and rail rates to New Orleans for the first time in the history of transportation in the United States have been issued and apply on all points in Minnesota, Wisconsin, Iowa, Illinois, the part of Indiana contiguous to Chicago and Missouri north of the Missouri River. The tariffs are about 20% less than the all rail rates. This gives shippers in the northern part of the Missouri Valley the benefits of the new government river service.

A SUIT to test the right of the federal government to specify rates in Ohio has been instituted against the Hocking Valley Ry. Co. for violation of the state law fixing passenger rates at 2c per mile. The bill requests that trustees be appointed for the \$500,000 which the railroad has collected exclusively under the 3 cents a mile rate specified by the federal government since it took control of the transportation systems under the war act of congress.

AN AMENDMENT to the pending river and harbor appropriation bill proposing joint action by the United States and Canada toward establishing a waterway for ocean going vessels between the Great Lakes and the Atlantic was unanimously adopted by the senate commerce com'ite which provides that the international joint commission of the United States and Canada having jurisdiction over boundary waters be requested to investigate what further improvement of the St. Lawrence River between Montreal and Lake Ontario is necessary to make it navigable for ocean-going vessels, together with the estimated cost.

ANOTHER APPROPRIATION of \$500,000,000 or more will soon be asked of Congress by Director General Hines for the railroad administration's revolving fund to be used largely in extending loans to railroads for improvements and extensions which both the roads and the administration consider advisable in order to bring the lines up to the highest state of efficiency. The greater part of the half billion dollars already appropriated was spent in a similar manner. The loans which are to be made at 6% will be repaid to the government. Director Hines advocates the continuance of the policy of government assistance to the roads because the imminence of the Fifth Liberty Loan will make it difficult, if not impossible, for railroad officials to float publicly sufficient securities to pay for the improvements considered indispensable.



Conveyor Belt Carrying Grain to Storage Bins of Astoria Elevator. [See pages 234, 235]

How Shall We Kan the Kaiser?

It's all over but the shouting, which properly interpreted means congratulations. We refer to the contest for the \$150 prize offered by Henry E. Wack & Co. for the best article, humorous or otherwise, on the above subject, which closed on the stroke of midnight, Jan. 15.

Taking into consideration the number and quality of the entries, the judges will have no easy task in deciding who is entitled to the award. The interest aroused by the promised "Trip to Berlin" has exceeded expectations, and the people whose duty it will be to "Kan the Kaiser" could get some very valuable pointers on the most desirable methods by reading the column in the Journal devoted to this topic. Below are several which will receive merited consideration:

NO. 4.

How shall we kan the Kaiser—well,
There isn't a place this side of Hell,
That wouldn't be damned beyond compare,
If we should send the Kaiser there.

So here's to the man, be he demon or fiend,
Who'll go after Bill in a flying machine,
And soar till he dumps his horrible load
In a hideous heap in the Devil's abode.

NO. 5.

Kan butcher Bill the ornery devil,
No mother's son has sunk his level
To stretch his neck from a Yankee deck,
We'd run to Beer-lin yet by-heck.
Some say to drop him on an island
Where like old Napo—he'd have a harem
Descendants batty and moon blinded
Too many now such harum scarum.
A yard arm jib will fix his nibs
And give his dupes a few more flutes
To hit the bumps and shoot the chutes.
No half way deals will be accepted,
Our U. S. A. must be respected,
We'll bean that wretch and his demented
Despite all maudlin sentiment
The Yanks will run this mundane sphere
and
Kan the Hun for two score years.

NO. 6.

About one hundred years ago a situation similar to that of the present day confronted the democratic peoples of the world, and it fell to the lot of the authorities in England to decide upon an answer to the question, "What shall we do with Napoleon?"

The decision was made, and the "kaiser" of that time ended his days in confinement on the island of St. Helena.

There may be room for complaint that the banishment of Napoleon did not solve all of the problems that existed; but there is no doubt about the completeness of the "kanning" which was administered by England. England, therefore, has demonstrated her fitness for the position of "kanner." And it is as good a plan as any in the present dilemma to let her do the "kanning" of the Kaiser in 1919.

Find out just what English officials decided upon Napoleon's fate, and let the corresponding officials in that country at the present time "kan" William Hohenzollern, ex-kaiser of the German Empire. Whatever they may choose to do with him, we can rest assured no one but he will have cause to make complaint against the "kanning."

NO. 7.

At some spot on the earth where it is neither too hot or too cold, build a fire-proof building of about the size of an ordinary cottage. Surround it with a high concrete fence that cannot be scaled. Place in that fence only the necessary openings for passing supplies to the building within. Furnish the building, not sumptuously nor meagerly, but just fairly comfortably.

Into the building place the Kaiser.
Set an armed guard about the fence, and at some distance from same, keeping this guard on duty night and day.

Let no one go beyond the guard except those who carry supplies to the openings in the fence. Let not the Kaiser go outside the fence, nor peer thru the openings in the fence.

Have no one within the building but the Kaiser. Push thru the openings in the surrounding fence enough supplies for his material wants. Let the food be of the plainest, but substantial and just sufficient. Do not give him a book or a paper to read. Provide nothing but the necessities of life. Let him live there alone until he dies.

He will fall sick, perhaps. Let him. Has he not caused sickness and suffering among millions? He will become lonely. Let him. Remember the thousands who mourn because of his ambitions.

NO. 8.

The Kaiser maintained his power on the principle that might is right, his potent agent was the military machine which at his accession to the throne he found in existence and which he developed and perfected until the German Empire was a political organism directing its means and energies almost exclusively to the support of the military organization, by which, in turn, Germany should further her commercial interests and impose on the other nations of the modern world her ideals and her will. This was to be accomplished by the enrichment and aggrandizement of the Prussian monarchy and nobility, of which the safety and security rested on the military and on the maintenance of the military system. Upon the collapse of the military power of Germany and her allies in October and early November, deprived of the support of the militarists and exposed to the resentment of a common people awakened and undeceived, the Kaiser was automatically "kanned" and his flight to Holland was a natural consequence.

But the Kaiser is an idea as well as a personage. The type of government personal to the Kaiser is a survival of absolutism which existed at one or another period in precession to the prevailing democratic forms of government in France, England, Italy and many smaller European nations. The war now closing was only the struggle which was inevitably to occur between two distinct types of government and degrees of human liberty. With the extermination of the Kaiser must come the extermination of the system which in him was personified. This is the task of today and tomorrow, the one to which the victors must address themselves. Ideas are very real things and the ideas of human liberty and democratic government have penetrated more deeply into the German Empire than have the armed forces of the allies and have counted their captives by the millions and made conquest of the minds and souls of men. The present unrest in Germany is but a manifestation of the relentless force by which these ideas seek realization. The German people are but responsive to the leaven of new thought which is generating a form of government eventually to emerge from the present chaos, to take form and acquire potency.

We can best "kan" the Kaiser by using our energy and our influence in such manner as to enable the German people to produce a system of government which shall conform to ideals of modern democracy and at the same time fit the genius of the people whom it is intended to govern. The lifting of the weight of militarism and, as a consequence, the liberty which the German people will find themselves to possess will forever make impossible the return of the Kaiser and "Kaiserism." Our duty is plain and can not be expressed in better phrase than that of the President: "We must hold the light steady until they find themselves."

The Allies cannot impose on the German people a ready-made government, but by the presence of armed forces and a judicious influence can repress lawlessness and license allowing those who seek the instruments of order and wholesome rule to find and to apply those instruments. The Germans are not uncivilized; they are capable of self-government; to facilitate the establishment of a system of democracy is our duty. When this system is established we shall have effectually and perpetually "kanned" the Kaiser, not only from Germany, but also as a disturbing factor in the national life of Europe. A league of nations on a proper basis will keep him "kanned" and the limitation of the armaments of the nations forming this league will forever keep another from appearing to disturb the peace of the civilization of the future.

THE METHODS of the Royal Commission on Wheat Supplies in London, in marketing oats, is said to verge on profiteering. Oats in New York are selling at about three-fifths of the price charged by the Royal Commission, which is 61s. per quarter. The same price is charged for Irish oats which are bot in Ireland at about 47½s. The reason given is that the Commission lost heavily on the subsidized nine penny loaf and is taking this method of retrieving.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

C. & A. in Sup. No. 1 to tariff 2-E gives switching and other terminal charges also rules governing absorption of switching, drayage and transfer charges applying at stations on its line, effective March 2.

W. T. L. in Sup. No. 8 to Circular No. 1-N cancels Sup. No. 2, and gives rules, regulations and exceptions to Classifications to take precedence over classifications governing tariffs made subject thereto, effective Feb. 20.

C. B. & Q. G. F. O. No. 1921-F cancels G. F. O. No. 1921-E, local and proportional freight tariff naming rates and rules governing the handling of carload freight between industries, etc. on C. B. & Q. R. R. tracks at Chicago, Hawthorne and Clyde, Ill. stations and junctions of connecting lines also from one location to another on C. B. & Q. R. R. tracks, effective Feb. 25.

C. & A. in Sup. No. 12 to tariff 28-C cancels Sup. No. 11 showing elevation and transfer charges on grain, feeding, bedding, yardage charges, etc. on livestock, mileage allowances on private cars, maximum and minimum weights, rules governing furnishing of grain doors, also miscellaneous local rules and exceptions to classifications applying at stations on or via its line, effective, March 1.

U. S. Railroad Administration, director general of railroads in Sup. No. 2 cancels Sup. No. 1 to freight tariff of railroads under federal control, Agent E. B. Boyd's No. 139 governing storage rules and charges applicable to freight in carload and less than carload quantities, stored in or on railroad premises, applicable in connection with carriers under federal control, effective, Feb. 15.

C. B. & Q. and associated lines east of the Missouri River in connection with participating carriers in joint freight tariff naming commodity rates on grain and grain products, in carloads, from stations on C. B. & Q. in Illinois, Iowa, and Missouri, stations on the Chicago, Aurora & De Kalb R. R., Rock Island Southern Ry. System; also from Victoria, Ill. (Galesburg & Great Eastern Ry.) to Atlantic Seaboard interior points and Eastern Canadian points, has withdrawn Sup. No. 2 to C. B. & Q. ICC. No. 12265, Canadian R. C. No. 370, G. F. O. No. 849-G, therefore, it did not become effective Feb. 1 and must not be used.

A. T. & S. F. and associated and connecting lines in Sup. No. 3 to tariff No. 5702-E gives local, joint and proportional freight rates applying on broom corn, castor beans, pop corn, seeds, hay and straw in carloads, between Kansas City, St. Joseph, Mo.; Atchison, Leavenworth, Kan.; Omaha, Lincoln, Neb.; Sioux City, Iowa; Chicago, Peoria, Ill.; St. Louis, Mo.; St. Paul, Minn. and points taking same rates or arbitraries higher as shown in tariff; also distance rates between stations in Kansas; Superior, Neb.; Joplin, Mo.; Superior, Neb.; Joplin, Mo., and stations in Kansas; also on corn husks from stations in Oklahoma to Chicago, St. Louis, E. Fort Madison, Fort Madison and Missouri River points, effective March 7.

THE COUNCIL OF THE MONTREAL BOARD OF TRADE has gone on record as opposing government price fixing for the Canadian wheat crop of 1919. It gives as a reason that conditions have changed and that an open market should prevail in which the price will depend on world conditions as to supply and demand.

Grain Trade News

ARKANSAS

Stuttgart, Ark.—J. W. Searan is now manager of the Arkansas Grain Co.

Clarksville, Ark.—Thos. S. Laser, is in charge of the sales department of the Laser Grain Co., which has an elvtr. and mill here.

Hot Springs, Ark.—Logan & Bryan now have a branch office in the Arlington Hotel under the management of Geo. White-man of New York.

Fort Smith, Ark.—We have purchased the warehouse and elvtr. which were built about a year and half ago by the Hayes Grain Co. Both are modern, affording ample space for extensive business.—Interstate Grain Co., by Collier Wenderoth, Mgr.

CANADA

Mortlach, Sask.—Thos. D. Forbes, formerly agt. of the Saskatchewan Co-operative Elvtr. Co. here, has moved to Tisdale.

Ft. William, Ont.—The membership of W. A. Armstrong in the Grain Exchange has been transferred to A. C. McLeod of Stratford, Ont.

Port Colborne, Ont.—The Dominion Government is considering the enlargement of the Government elvtr. here, by the erection of a new section, which will double its present capacity.

Winnipeg, Man.—W. R. Bawlf, pres. of the Nicholas Bawlf Grain Co. has been appointed director of the Bank of Toronto; also John McFarland, mgr. of the Alberta Pacific Grain Co., of Calgary.

Winnipeg, Man.—Dr. C. N. Bell, who has been sec'y of the Grain Exchange here for many years, is going to England on a visit to his two sons, who have been on the other side for the past three years.

Calgary, Alta.—C. Rice Jones, vice-pres. of the United Growers of Alberta, whose headquarters has been at Calgary, will move to Winnipeg to become general manager, who will still retain his position in office. E. S. McRory has been appointed manager of the western division.

Fort William, Ont.—The 100,000 bu. cleaning elvtr. of Parrish & Heimbecker was destroyed by fire recently. The building was of wood with galvanized iron outer sheathing, and built in 1912. The loss is estimated at \$250,000, and will be fairly well covered by insurance.

Winnipeg, Man.—Charles J. Awde, accountant with the State Elvtr. Co. died at his residence in Spence street on January 29th. Mr. Awde was in his 29th year, and had been with the company five years. He was taken ill about a week before his death with influenza, which developed into double pneumonia. He leaves a wife and son.

Winnipeg, Man.—We are indebted to R. Magill, sec'y and treas. of the Winnipeg Grain Exchange for a copy of the 10th annual report of that thriving organization. It contains a list of members, old and new, amendments to the by-laws, statistical reports of the grain storage capacity, comparative statements of the receipts and shipments at terminal elvtrs. and much other useful information.

Montreal, Que.—At a recent annual meeting of the Corn Exchange Ass'n., with H. D. Dwyer, president, in the chair, a very satisfactory report was made, and the following officers elected for the ensuing year: Pres., H. D. Dwyer; treas., T. H. Reeves; committee of management, W. B. Bashaw, A. E. Clare, J. C. Hanna, E. S. Jaques, A. McDonald, Robt. Neilson, Jos. Quintal; Board of Review, Jas. Carruthers, Chairman; H. W. Raphael, Edgar Judge, A. P. Stuart, A. G. Thomson, Norman Wight.

Toronto, Ont.—An application has been made by the Ontario Government and Board of Trade of Toronto to the Federal Government at Ottawa thru the Dept. of Trade and Commerce and the Dept. of Agriculture, for the erection of a grain elevator for the storage, handling and cleaning of Ontario grains, to be located at whatever point in Ontario would, in the judgment of the Federal Government, best meet the necessity.—E. L. Cousins, chief engineer and manager.

COLORADO

Daily, Colo.—The Speltz Grain Co. of Sterling has disposed of its elvtr. here to the Farmers Co-operative Co.

Steamboat Springs, Colo.—The Craig Farmers Milling & Elvtr. Co. has purchased the elvtr. of the Craig Milling & Supply Co., under contract to get possession June 15.—Yampa Valley M. & E. Co.

Longmont, Colo.—The Farmers Union Flour Mill has been completed. The building is of concrete, and 45x53 feet, and 70 feet high, and has a capacity of 300 sacks a day. Longmont now has three large milling companies the above, the Farmers Milling & Elvtr. Co., and the Longmont Flour Milling Co.

Daily, Colo.—The farmers of this Union have decided to purchase the Speltz Elvtr. erected in 1917 on the Burlington branch, between Sterling, Colo., and Holdrege, Neb. It is a modernly equipped elevator, costing over \$16,000, with a large capacity. The officers have not yet been elected.—T. E. Breezely, sec'y.

IDAHO

Hazelton, Ida.—The Barlow-Classen Co. has sold out its elvtr. and warehouse.

American Falls, Ida.—The Northern Grain & Warehouse Co. of Portland, Ore., has bot the mill of the American Falls Mill & Elvtr. Co., possession to be given the first of May. The plant is only a year old. The Northern Grain & Warehouse Co. has been interested in milling but a comparatively short time, but already has acquired several milling plants.

ILLINOIS

Polk, Ill.—Wm. Langreder is now agent for Paul Kuhn & Co.

Chatsworth, Ill.—M. L. Delaney has disposed of his elvtr. here.

Foosland, Ill.—The new elvtr. of the Farmers Grain Co. is now completed.

Fancy Prairie, Ill.—C. V. Coyne and John Whealon have sold their grain elvtr. here.

Marselles, Ill.—J. S. Maloney has bought out the grain business of J. V. Shaughnessy.

Hurlbut sta. (Elkhart p. o.), Ill.—The Hurlbut Township Grain Co. has been dissolved.

Troy Grove, Ill.—Steps have been taken toward the organization of a Farmers Elvtr. Co.

Plainfield, Ill.—Arthur Staufenberg has left the Plainfield Grain Co., and is now with the Joliet Grain Co.

Biggs, Ill.—The Bennett & Hagvall Bros. elvtr. here will be taken over by a farmers elvtr. company now forming.

Barnett, Ill.—The elvtr. owned by G. B. Carrico has been bot by the Atwater-Barnett-Womac Community Elvtr. Co.

Butler, Ill.—The Farmers Co-operative Grain, Live Stock & Supply Co. incorporated, capital \$30,000; incorporators, J. A. Busby, Nathan Wescott, and H. Gush Rieke.

Womac, Ill.—The Atwater-Barnett-Womac Community Elvtr. Co. has purchased the elvtr. formerly owned by G. B. Carrico.

Exline, Ill.—Exline Farmers Elvtr. Co., incorporated, capitalized at \$20,000; incorporators, Chas. D. Yohnks, Felix H. Beliske and J. L. Leclaire.

Manito, Ill.—We have just finished and placed in operation our concrete elvtr., which replaces the one destroyed by fire last fall.—A. F. Cox, with Turner-Hudnut Co.

Aledo, Ill.—The Farmers Grain & Coal Co. will offer \$10,000 worth of stock. The stockholders include about 60 farmers. Officers are: C. L. Baldwin, pres.; Scoville Lee, vice-pres.; Hugh Burning, sec'y.

New members recently admitted to the Illinois Grain Dealers Ass'n are: W. A. Webb & Co., LeRoy, Ill.; Kinsella Grain Co., El Paso, Ill.; Smith & Hobart, Momence, Ill.; L. N. Bowman, Alworth, Ill.

Sadorus, Ill.—The officers of the new Sadorus Grain & Coal Co. are: D. J. Holtermann, pres.; B. C. Holl, sec'y.; E. B. Armstrong, vice-pres.; Arthur Goers, treas.; C. C. Gray, mgr. Mr. Gray was mgr. for former owners.

Robinson, Ill.—Meisenhelder Bros., who operate a mill and elvtr. at Palestine, Ill., have purchased the business of the late W. E. Shoffstall at Robinson. The plant at Robinson, following Mr. Shoffstall's death, had been closed until recently.

Itasca, Ill.—Mail frequently is addressed to this town intended for Wasco, Ill. Bergland & Co. are at Wasco, and the Itasca Lumber & Feed Co. is at Itasca. This error has been repeated in some printed lists, causing grain commission men to waste postage.—Itasca Lumber & Feed Co.

The following convention com'te was appointed at the meeting of the directors of the Illinois Grain Dealers' Ass'n, at Peoria, Feb. 5, by President McCune: E. M. Wayne, Delavan; Victor Dewein, Warrensburg; E. E. Schultz, Beardstown. Resolutions were passed, condemning Order No. 57 and asking for its repeal.

Peoria, Ill.—Four large distilleries in this district, the Majestic, the Atlas, the Great Western and the Globe, are to be converted into manufactories of sugar and sugar products from corn, so Adolph Woolner of the Great Western reports upon his return from the east. This change is expected to take place within the next six weeks.

Urbana, Ill.—The Division of Highways will hold a meeting for County Superintendents of Highways at Springfield, Ill., on Feb. 12-15. The short course at the University will be given from the 17, to the 21. All persons interested are invited to attend the sessions and to take part in the discussions. There will be no fee nor prerequisite. Copies of the program can be obtained by request to The University of Illinois, Dept. of Civil Engineering, Urbana, Ill.

Atwater, Ill.—The difficulty which G. B. Carrico has been having with the Food Administration over the price of wheat in which the latter claimed a refund was due farmers and refused to permit the sale of the properties, has been adjusted. The elvtrs. at Atwater, Barnett and Womac have, as a result, been purchased by the Atwater-Barnett-Womac Community Elvtr. Co. The newly organized company had signed a contract to take over the Carrico elvtrs., but the Food Administration refused a license until restitution had been made by Mr. Carrico. This was considered unfair by the stockholders of the company and after vigorous protest and a trip to Washington by some of them, the matter was finally adjusted to their satisfaction. The farmers may now operate without the payment of the refund. The A. B. W. Community Elvtr. Co. incorporated, capital stock, \$25,000; directors: Albert H. Loehr, F. M. Kirkland, Louis R. Hoecker, H. W. Rendrow, Chas. Chappel, J. S. Davis, J. B. Hershelman, H. E. Green, H. B. Herrick.

Plainview, Ill.—I do not know of D. Jones & Son having any option to build an elvtr. at this place as has been reported. I built a new elvtr. here three years ago and can handle all the grain at this point with ease. Have been troubled by a scoop shoveler since I started in business.—E. L. Crawl.

Delavan, Ill.—The Scale Bureau, of the Illinois Grain Dealers Ass'n, announces that Lieutenant Joseph B. Sowa, a former inspector, for the past year in the army, is again to take up scale work. This department has been deluged with requests for scale inspection, but with present force, working conditions should soon be normal.

Cairo, Ill.—Officers elected at the annual meeting of the Board of Trade are: Pres., A. E. Rust; vice-pres., A. W. Lynch; sec'y, W. G. Cunningham; treas., Louis H. Block; directors, H. E. Halliday, H. S. Antrim, Charles Cunningham, E. G. Pink, O. B. Hastings, John Thistlewood and Ira Hastings. A com'te consisting of Ira Hastings, H. S. Antrim and W. L. Duncan was appointed to draft resolutions favoring the return of the railroads to private ownership under government supervision.

Litchfield, Ill.—At the recent meeting of the grain dealers, it became evident that business along grain trade lines leaves a great deal to be desired. There is little, if any corn to ship, due to crop failure. Oats still in the farmers' hands will be consumed on the farm. The wheat contained smut and the dealers failing to figure a sufficient discount allowing for the narrow margin permitted by the Food Administration, handled the farmers wheat and paid him for the privilege. Not all the dealers complied with the Food Administration's buying margin on wheat with the result that one dealer had his license revoked. He sold his elvtr. but the Food Administration refused to grant a license to the new owners until proof was furnished that adjustment had been made with the farmer. The licenses of other dealers were also threatened with revocation.

CHICAGO NOTES.

Memberships in the Board of Trade advanced suddenly Feb. 7 to \$7,375, the highest since the war began.

J. P. Code, of firm of Carhart-Code-Harwood Co., died in his home in Bradford, Ill., on the 29th. He was 61 years old.

Rockwell King died of pneumonia Jan. 31, after a brief illness. He was a brother of Charles G. King, who recently retired as head of King, Farnum & Co.

Riordon, Winsor & Co., of which Geo. T. Winsor, who died recently, was a member has been succeeded by Riordon, Martin & Co., composed of J. K. Riordon, Charles E. Riordon, Elmer Martin and J. R. Collins.

The Hales & Edwards Co. has leased the Pennsylvania Elvtr., situated on the P. C. C. & St. L. R. R. at 57th street, and the Hamilton tank annex, giving the company a 200,000-bu. work house and 600,000 bus. of concrete storage. The Hales & Edwards Co. some time ago took over the plant of the Northwestern Malt & Grain Co. at Cragin and now operates about 8 houses.

Charles M. P. Stevenson, C. M. Hales, Sam B. Bass and Allen H. Cray have been elected to membership in the Board of Trade. Application for membership on the Board of Trade has been made by W. R. Fagan, D. W. Hill, H. A. Badger and E. F. Haney. The estates of Fred D. Austin, D. S. Lasier and Alfred Hill have posted their memberships for transfer. A Board of Trade membership sold recently for \$6,875.

INDIANA

Clarks Hill, Ind.—The elvtr. of the Davis Grain Co. was burglarized recently.

Aylesworth, Ind.—The Aylesworth Elvtr. Co. has filed final certificates of dissolution.

Elene, Ind.—Thieves entered the Elene Grain Co. office, breaking the glass out of a window. They carried away about \$1.50 only.

Argos, Ind.—Isaac Reed & Son may install a feed mill, attrition mill and electric motor in their elvtr.

Cambria, Ind.—Truman Dieter will continue as mgr. of the elvtr. which was recently bot by Ruch Bros.

Modoc, Ind.—Extensive improvements will be made on the elvtr. here early in the spring by C. V. Graft.

Evansville, Ind.—The Phoenix Flour Mill has recently had erected an 80,000-bu. steel grain storage plant in four units.

Nappanee, Ind.—I have purchased the elvtr. and feed store, formerly owned by the Nappanee Produce Co., and took possession Feb. 1.—Clay Syler.

The following have become members of the Indiana Grain Dealers Ass'n: Lyford Elvtr. Co., Clinton, Ind.; Ruch Bros., Ross-ville, Ind.; Geo. O. Dunn, R. R. 6, Greenfield, Ind.

St. Louis Crossing, Ind.—The stockholders of the Farmers' Elvtr. met recently to consider a proposition to buy the company's elvtr., but no definite agreement was reached.

Indianapolis, Ind.—The Public Elvtr. & Milling Co., incorporated, with a capital of \$300,000, will operate grain elvtrs. Hardin McQueen, George H. St. Clair and William E. Iles are directors.

Whiteland, Ind.—The sale of the Valentine Elvtr. at Franklin to the Farmers Elvtr. Co., does not affect the Valentine elvtr. here, which will continue under the management of Ira Valentine.

Lebanon, Ind.—Thomas Ed Witt died at his home here on Jan. 14, after an illness of five years. Mr. Witt was a member of the firm Means & Witt, having been in the mill and grain business nearly all his life.

Red Key, Ind.—The Red Key Equity Co. has secured as manager Earl Rooker, formerly manager of the elvtr. at Parker. Mr. Rooker has an extensive acquaintance among the farmers, with whom he is most popular.

Marshall, Ind.—I have taken over the interests of my father, the late H. H. Heller, and am interested in the plants at Bloomingdale, Montezuma, Mansfield and Marshall, tho have nothing to do with the plant at Rockville.—W. C. Heller.

Indianapolis, Ind.—The two bills, fostered by the Indiana Grain Dealers Ass'n, were killed in com'te. The bills provided for state control thru the Public Service Commission of Indiana of leases where elvtrs. leased ground from railroad companies.

Tocsin, Ind.—About 200 farmers held a meeting here Jan. 28, to discuss plans for the organization of a stock company, for the purchase of an elvtr. operated at present by the Studebaker Grain & Seed Co. The new company will be capitalized at about \$20,000.

Ford Sta. (Argos p. o.), Ind.—Lawrence Hartman, aged 36 and his 17-year old daughter, Hilda, were instantly killed when an automobile in which they were riding ran into a traction freight car. Edwin Hartman, his 7-year old son was seriously injured.

Craigville, Ind.—At a meeting held here on Jan. 26, the Craigville Grain, Hay and Seed Co. was organized. Directors are: Gideon Gerber, David Klopfenstine, Aaron Moser, John Barger, Wm. Yager, Homer Fry and Oliver Dilling. The company was organized to take over the G. T. Burk Elvtr. and is capitalized for \$30,000.

Bippus, Ind.—The new \$25,000 elvtr. which O. Gandy & Co. erected to replace the one destroyed by fire August 23, last, is practically completed. It is of concrete and steel, 24x36 with a capacity of 30,000 bus. Since the destruction of the old plant, the company has been loading grain directly from the wagons to the cars.

IOWA

Rodney, Ia.—Sam Schmitz has taken my place as mgr. for the Armour Grain Co.—A. B. Doolittle.

Grundy Center, Ia.—E. E. Billings is no longer in business.

Cambridge, Ia.—Dwight Flickinger is now with the Central Grain Co.

Primghar, Ia.—Chas. Pavik, mgr. for the Farmers Mutual Elvtr. Co. has resigned.

Osage, Ia.—The Osage Grain & Supply Co. has changed from a corporation to a co-operative plant.

Bremer, Ia.—W. W. Smay is now mgr. for the Farmers Co-operative Elvtr. Co. recently incorporated.

Cedar Falls, Ia.—The Co-operative Elvtr. & Stock Buying Ass'n has been organized to build or buy an elvtr.

Bode, Ia.—We are building cribbed annex 28x40x40, doubling our capacity.—C. O. Pfund, mgr. Farmers Co-operative Society.

Sumner, Ia.—C. W. Pennington has bot the elvtr. of Gilchrist & Co., and is using it for a storehouse now.—H. F. Wood.

Pisgah, Ia.—A movement is on foot for the organization of a Farmers Elvtr. & Lumber Co., capital stock to be \$50,000.

Davenport, Ia.—The Purity Oats Co. has purchased additional land adjoining its property, and expects to build additions.

Oyens, Ia.—At the annual meeting of the stockholders of the Oyens Co-operative Elvtr. Co., J. L. Doud was re-elected manager.

Kiron, Ia.—Interest is being aroused among farmers here, which may lead to the organization and building of a farmers' elvtr.

Nodaway, Ia.—I own and operate two elvtrs., one at this place and another at Brooks. Last year I bot out Mr. Norcutt.—J. E. Strain.

Galva, Ia.—John Voss has resigned his position with the Union Elvtr. Co., and will take up the life of a farmer on his place near Schaller.

Fort Dodge, Ia.—The plant of the Quaker Oats Co. has been closed. Certain improvements and repairs will be made at the plant while it is closed.

Fernald, Ia.—The new office of the Clark-Brown Grain Co. burned Jan. 29. There will be but little interruption in the business of the company.

Lost Nation, Ia.—The Phelps Grain Co. recently suffered considerable damage to its office and fixtures by fire, but repairs are being promptly made.

Denison, Ia.—Jacob Weiss & Sons have purchased the Temple lumber yard property, and contemplate the erection of a large concrete elvtr. and seed house.

Toronto, Ia.—E. C. Horstman, who has been in the grain business here for the past ten years, has disposed of his interest in the elvtr. to August Willert.

Bouton, Ia.—Benjamin Albion, an employee of the Bouton Grain Co. was secretly married to Miss Helen Brooks Jan. 9, but the secret finally leaked out.

Olin, Ia.—The Olin Lumber Co. is putting in a 40 h. p. direct driven electric feed mill, in connection with its elvtr., which will be ready for business in a short time.—Harry Miller.

Ringsted, Ia.—Fred Peitersen has resigned as mgr. for the Farmers Grain & Product Co. and has taken possession of the elvtr. at Halfa, which he bot of Silor & McDonald, of Burt.

Oskaloosa, Ia.—H. H. McVeigh who has been in the grain business at Taintor, Ia., has bot the seed department of the O. E. Peasley Flour & Feed Co., and will open an exclusive seed house.

Jesup, Ia.—The Farmers Grain & Stock Co. has been incorporated with a capital of \$15,000. The officers are G. E. Fisher, pres.; H. A. Houck, vice-pres.; L. S. Hovey, treas.; and John Braund, sec'y. This company recently took over the two Emerson elvtrs. and will operate them.

Blencoe, Ia.—Calvin Wilson has resigned as mgr. of the Farmers Elvtr. Co. here. Frank Fitzgerald of Pocahontas, has taken his place, beginning duties Feb. 1, tho Mr. Wilson will remain as second man.

Rutland, Ia.—We have bot the elvtr. formerly owned by Geo. De Groot. Mr. De Groot has retired from the grain business. J. H. Reiber has been employed as mgr.—Rutland Township Farmers Club.

Cedar Falls, Ia.—We have but one grain elvtr. here at present, which is owned by the New Hartford Grain Co. We expect to have another elvtr. in the near future; the company is organizing now.—J. M. Harker.

La Porte, Ia.—The Farmers Co-operative Exchange will build a new elvtr. on the site where the old elevator stands. The new building will be larger, and modern in every particular.—W. W. Milne is mgr.

Atlantic, Ia.—The Rothchild Grain Co. has sold all its holdings on the Atlantic Northern R. R. to Gund & Sein. These elvtrs. are located at Kimballton, Smith Lake and Elk Horn. This sale involves a consideration approximating \$35,000.

Tennant, Ia.—At a recent meeting a new farmers elvtr. company was organized; capital \$25,000, with \$15,000 paid up. This organization has 81 members. Fred Miller was elected pres., and John Buman, sec'y. The company will either buy an old elvtr. or erect a new one.

Des Moines, Ia.—A special com'te, composed of M. McFarlin, J. W. Hill and John H. Blair, has been appointed by the Agricultural Com'te of the Chamber of Commerce to make plans for the new organization which is to be known as the Des Moines Grain Exchange.

Sioux City, Ia.—Heavy shipment of grain nearly swamped traffic here a little while back, when \$31 cars were moved south on the Northwestern. The condition is regarded by the superintendent of the road as very abnormal, tho they are meeting it satisfactorily. One train hauled 3,700 tons. Local grain dealers are experiencing an unprecedented rush.

Lanesboro, Ia.—James F. Hested, formerly mgr. of the Farmers Elvtr. Co., died of appendicitis at Camp Pike, Ark., on Dec. 21. Altho only about 22 years old, Mr. Hested had made quite a place for himself in the grain business, when inducted into the army. His ability was quickly recognized, and within a short time he was sent to an officers' training camp. He was to have received his commission the first of the year.

Sioux City, Ia.—The Mariner Terminal Elvtr. stock is selling readily, says Fred Mariner, who is heading the enterprise. When half of the \$300,000 of capitalization have been disposed of, construction of the big new elvtr. will begin. The capacity of the elvtr., which is to be completed by July 1, 1919, will be 250,000 bus., while the machinery equipment and site of the workhouse will be ample to handle the grain and business of a 500,000-bu. elvtr.

Rutland, Ia.—Thos. Ferris is contemplating building an addition to his elvtr. in the spring, which will double its present capacity, also installing the latest equipment, making it an up-to-date elvtr.

Harlan, Ia.—The Farmers Grain & Mercantile Co., organized, with a capital stock of \$25,000, \$15,000 paid up, eighty-one stockholders. The officers are: Fred T. Miller, pres.; Frank Escher, vice-pres.; John Buman, sec'y. and P. A. Emery, treas.

KANSAS

Larned, Kan.—The Rock Mill & Elvtr. Co. expects to erect a new elvtr.

Wilson, Kan.—J. B. Geis has sold his elvtr. to the Aunt Jemina Mills Co., St. Joe, Mo.

Topeka, Kan.—The Topeka Flour Mills Co. is building an addition to its corn plant and elvtr.

Madison, Kan.—A recently organized Co-operative Elvtr. Co. expects to build a new elvtr. here.

Iola, Kan.—The Newton Milling & Elvtr. Co., is making considerable additions to its plants near the Santa Fe.

Osborne, Kan.—H. C. Nielson is the new mgr. for the C. E. Robinson Grain Co.'s elvtr., succeeding F. K. Latto.

Wichita, Kan.—I am now mgr. of the cash grain department of the Wichita Terminal Elvtr. Co.—J. B. Geis.

Ingalls, Kan.—W. L. Cannon, mgr. of the Ingalls Co-operative Exchange, has resigned, and has gone to Sublette, Kan.

Minneapolis, Kan.—The Farmers Elvtr. Co. has contracted for a new storage and elvtr. equipment with the White Star Co.

Salina, Kan.—Having returned from military service, I have reopened my wholesale grain business here.—E. L. Rickel.

Lindsborg, Kan.—I am manager of the Farmers Union Elvtr. Co., instead of Jim Kennedy, as erroneously stated.—A. B. Magnuson.

Elk City, Kan.—The Elk City Feed Mills have let the contract to the White Star Co. for a new modern elvtr., of 15,000 bus. capacity.

Galatia, Kan.—Altho we have a site for an elvtr. here, we have abandoned the idea of building for the present.—The Larrabee Flour Mills Corp.

Junction City, Kan.—The Hogan Milling Co. is making plans to erect two 25,000-bu. capacity concrete storage tanks adjacent to its mill.

Sibley, Kan.—We bot out the Chas. Yandell Co. a year ago. It has no interest here now.—Douglas County Farmers Co-operative Ass'n.

Wichita, Kan.—Adelbert Smith, who has been financial sec'y for the Kansas Food Administration is now in the sales department of the Red Star Milling Co.

Junction City, Kan.—The Hogan Milling Co. is planning the erection of two 25,000-bu. concrete storage tanks near its mill to be completed early in the spring.

Williamsburg, Kan.—The new elvtr which is to be built here will be owned by a Farmers' Co-operative Ass'n.—G. A. McIntosh, Star Grain & Lumber Co.

Topeka, Kan.—An addition is being built to the corn plant and elvtr. of the Topeka Flour Mills. The Lehrack Contracting & Engineering Co. is doing the work.

Eureka, Kan.—Chas. A. Leedy, John A. Edwards and F. L. Reed were appointed, at a recent meeting of the Boosters Club, to take the initial steps to securing an elvtr.

Wichita, Kan.—R. B. Waltermire, sec'y of the Board of Trade will represent the Orthwein-Matchette Co., succeeding Harry Williams who is associated with a local grain firm.

Gypsum, Kan.—C. G. Bennett has sold out his flour, feed and wholesale produce business here, and has moved to Healy. He was partner and mgr. in the Gypsum Valley Grain Co.

Wichita, Kan.—The Red Star Mills are having flour and feed warehouses erected at four of their stations, namely: Lorraine, Bluff City, Frederick and La Crosse, by the White Star Co.

Kimball, Kan.—A Farmers Union is being established here, for the purpose of erecting an elvtr. Jos. Spohr, Ansel Sample, Fred Malson and Jim Ross are among the promoters.

Richter, Kan.—Howard Kirk is temporary mgr. of the Farmers Co-operative Grain & Mercantile Co. The company intends to put in a concrete basement, and do general repairing.

Arkansas City, Kan.—The Probst Grain Co. has been organized to take over the elvtrs. of H. F. Probst. These elvtrs. are located in Arkansas City, Hardtner, Kan., and Geuda Springs, Kan.

Shipton sta. (Salina p. o.), Kan.—E. G. Powell is closing the business of the Aunt Jemima Mill Co. for the winter. He will go from here to White Cloud where he will take charge of the White Cloud Milling Co.'s interests.

Clyde, Kan.—The Clyde Mill & Elvtr. Co. expects to erect a 500 bbl. mill, so arranged as to allow the addition of another 500 bbls. in the future. The company already has in operation a mill of 250 bbls. capacity. J. B. Sager is firm manager.

Galena, Kan.—H. L. Jaqueth, and his partner, H. F. Schuerich, will remodel the mill which they purchased from Solomon Ryan. Mr. Schuerich will be in charge of the milling end of the business and Mr. Jaqueth will look after the feeds and warehouse.

Stickney, Kan.—A business building, for the purpose of handling coal, feed and seed, is being erected by H. M. Stover, of the Bennett Commission Co., of Topeka. The company is to erect six elvtrs. on the Santa Fe. Jos. Rishel, of Galatia, will be manager here.

Topeka, Kan.—J. H. Searod, formerly in the grain business at Wichita, but never a member of the Wichita Board of Trade, has, with M. W. Cardwell, organized the Capitol Commission Co. Neither are members of the Topeka Board of Trade or the Kansas Grain Dealers Ass'n.

Topeka, Kan.—A bill is being drawn which will soon be introduced in both houses of the State Legislature, which will require all railroad companies operating in this state to make necessary repairs to their equipment so as to prevent leakage of bulk grain, and to keep a record of repairs made when loaded as well as to endorse on way bills and freight bills, information regarding such repairs, so as to assist shippers in learning of the hidden cause of shortage in their grain shipments.

Norwich, Kan.—The Farmers Co-operative Elvtr. & Supply Co. now has one of the best equipped plants in the state, the past year having seen the completion of a new ironclad, 25,000-bu. house, a warehouse and coal shed. The old elvtr. has a capacity of 10,000 bus. The warehouse is of brick and is 60x100 ft., 20 feet high. It contains a large office with a modern safety vault; also sample and business rooms, cellar and stock rooms. The buildings are all near each other which facilitates the transaction of business.

Topeka, Kan.—If the bill now pending before the State Legislature, becomes a law, country elvtr. operators who build their houses on railroad right-of-way will not find it necessary to sign away all hope of future life, as well as place all worldly possession in jeopardy in order to obtain a place to do business. The new act authorizes The Public Utilities Commission to supervise and regulate the leases of all sites on railroad right-of-way. The commission will also pass on the rentals and the conditions of the leases. The many unfair conditions in leases the railroad companies now attempt to foist upon operators, who are so unfortunate as to occupy railroad land, should make them conduct a vigorous campaign in support of this bill.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Nortonville, Kan.—I have purchased the elvtr. of the Ragan Grain Co. For the past 6 years I have been connected with the Oklahoma City Mill & Elvtr. Co. at Cordell as agent.—J. W. Douglass.

Gardner, Kan.—L. M. Blackmer now has a new elvtr. in operation. It is of concrete with a storage capacity of 22,500 bus. A galvanized iron warehouse adds to the storage space. A 35-h. p. oil engine furnishes the power.

KENTUCKY

Maysville, Ky.—Andrew Jackson Carr, a prominent Kentucky flour-mill man, died recently of pneumonia.

Louisville, Ky.—The Acme-Jones Co., has filed amended articles of incorporation, by which its capital is increased to \$60,000, \$30,000 preferred stock being added.

Lexington, Ky.—Plans have been completed for a new \$60,000 concrete elvtr., to be built by the Lexington Roller Mills Co. The new elvtr. will have a capacity of 150,000 bus. Work to begin at once.

Lexington, Ky.—In the case of W. H. Fields against the Lexington Roller Mills Co., the Court of Appeals affirmed the circuit court decision, holding that Fields is entitled to the \$3,900 damages for personal injuries received while an employee of the company. His right heel was crushed. A defective condition of the passenger lift being the cause.

Louisville, Ky.—Our elvtr. which burned Jan. 20 contained approximately 100,000 bus. of grain, chiefly oats. The salvage has been disposed of in one lot by the insurance company's representatives to the Rapier Feed & Seed Co. of Owensboro and they are now loading it into cars.—R. M. Hartwell, H. Verhoeff & Co.

MARYLAND

Myersville, Md.—The elvtr. of the Farmers Exchange, which was located on the Hagerstown & Frederick Ry., was destroyed by fire recently. The capacity was from 3,000 to 5,000 bus. I understand it will be rebuilt. The elvtr. of H. W. Sheaffer, at Gapland, was also destroyed by fire.—C. M. Horst, Hagerstown, Md.

BALTIMORE LETTER.

John H. Joyeas, member of the Chamber of Commerce, Baltimore, died recently.

Thorburn A. Bixler has been admitted to membership in the Baltimore Chamber of Commerce.

A meeting was held recently, at the Baltimore Chamber of Commerce for the purpose of organizing an export board of trade here.

The organization of the Chamber of Commerce following the recent election of five new directors resulted in the following officers being elected: Pres., Wm. H. Hayward; vice-pres., E. F. Richards; sec'y-treas., Jas. B. Hessong; chairman executive com'te, Eugene Blackford.

Baltimore, Md.—The Baltimore Pearl Hominy Co. has recently completed its 32,000-bu. reinforced concrete working house and 25,000-bu. frame corn crib. Both are on concrete piling. Operation is by electric power. The working house has slag roofing and the corn crib, asphalt. The equipment includes a No. 8 Invincible corn and cob cleaner and separator in the cupola; wagon dump with automatic oil dump controller in working house; car receiving pit and a 270-bu. per hour Hess Drier. The plant was constructed by Deverill, Spencer & Co.

MICHIGAN

Kingston, Mich.—The Cass City Grain Co. has equipped its elvtr. with a Hall Signaling Distributor.

Calumet, Mich.—The question of building of a farmers' elvtr. is being agitated by the Houghton Co. Farm Bureau.

Three Rivers, Mich.—Fire, due to spontaneous combustion, destroyed A. W. Potters' mill elvtr. Jan. 21. Loss, \$44,000.

Delwin sta. (Rosebush p. o.), Mich.—The elvtr. and contents were burned following the explosion of a can of gasoline.

Carney, Mich.—Jule Duquaine has sold his business to Jos. G. Stein, who is now contemplating a sale of the business to Roland & Lahay.

Sandusky, Mich.—M. M. Stone, well known farmer and elvtr. man of the Thumb district and a former sheriff of Sanilac Co., almost severed the fingers and thumb from his right hand while cutting wood.

Lansing, Mich.—Senator Thomas McNaughton, of Kent county, has presented a bill calling for \$5,000,000 appropriation; asking for an amendment of the constitution authorizing the state to erect warehouses for the storage of farm produce.

Parma, Mich.—Correction should be made in the list of Regular Grain Shippers of Michigan, to show that the Parma Mercantile Co. leases and operates the Michigan Central R. R. Elvtr., and is equipped to clean grain and hand-pick beans.

Lansing, Mich.—A resolution for a constitutional amendment approved by the newly organized united farmers' organizations has been presented to the senate providing for terminal warehouses to be owned and operated by the state. The resolution would change the general power of the state so that it could raise money by bond issue to construct and operate the terminal warehouses.

MINNESOTA

Truman, Minn.—P. H. Pickett is now mgr. of the Farmers Elvtr.

Lime Creek, Minn.—I am now mgr. for Hubbard & Palmer Co.—F. J. Hager.

Clontarf, Minn.—We have closed our elvtr.—Cargill Elvtr. Co., Minneapolis.

Ellsworth, Minn.—James Egan has purchased an elvtr. of E. A. Brown & Co.

Norwood, Minn.—A new farmers elvtr., 15,000 bu. capacity, will be built here this year.

Kensington, Minn.—The Kensington Farmers Warehouse Ass'n will reorganize and build an elvtr.

Mapleton, Minn.—I. A. Lownes, mgr. for the Equity Elvtr. Ass'n has resigned, to take effect March 1.

New London, Minn.—Einar Hagne has succeeded Mr. Haasrud as mgr. of the New London Milling Co.'s Elvtr.

Franklin, Minn.—The Farmers Elvtr. Co., whose plant was destroyed by fire last June, has not resumed business.

Verdi, Minn.—E. A. Bailey is no longer agt. for Bingham Bros. He has been succeeded by L. L. La Due.—R. Boning.

Northwood, Minn.—Thompto & Heiny have purchased, and moved to their grounds, a two-story frame structure.

Marshall, Minn.—H. E. Regnier, formerly with the Marshall Milling Co., is now mgr. of the Farmers Milling & Elvtr. Co.

Hayward, Minn.—We have installed a No. 50 cleaner, and also a 10-h. p. Fairbanks-Morse Engine.—Farmers Elvtr. Co., by P. J. Fibelstad.

Clara City, Minn.—The Northwestern Elvtr. here has been sold to the Farmers Elvtr. Co., which now has a capacity of 85,000 bus.—G. A. Leipold.

Warren, Minn.—The Spaulding Elvtr. Co. is installing some new machinery in its cleaning plant. The work is being done by the T. E. Ibberson Co.

Bongards, Minn.—The Farmers Co-operative Elvtr. Ass'n., which was organized last fall, expects to build a grain elvtr., capacity 10,000 bus., in the spring.

Duluth, Minn.—At a recent meeting of the Duluth Board of Trade George G. Barnum was elected director; and William Joyce was elected for a vacancy on the arbitration com'te. Application of transfer of membership Duluth Board of Trade of John T. Culhane to John W. Barkell of Duluth, and of Charles B. Pierce to Frank S. Cowgill of Chicago.

Duluth, Minn.—At a special election, G. G. Barnum, Jr., was elected director to fill a vacancy on the Board of Trade, and W. B. Joyce was chosen for a like term on the Board of Arbitration.

Viola, Minn.—A co-operative elvtr. is being promoted by George Patchin, Jesse Sawyer, Tom Richardson, H. J. Penz, Martin Madeen, John Brennan, George Purves, Claus Dubbels, Mead Vermilya.

Moorhead, Minn.—The Baldwin Elvtr. burned Jan. 29. This elvtr. was the largest here, and was well filled with wheat and feed. About \$3,000 in improvements were made on this elvtr. last summer.

Cleveland, Minn.—The Commander Elvtr. Co. has repaired its elvtr., installed a man-lift, and new scales, built a new driveway and a new office. The flour house has also been repaired.—O. C. Zellmer, Agt.

Duluth, Minn.—Grain men are not all in favor of the bill now before the state legislature which gives the state the sole right to sample cars, sales to be made entirely on such samples. They claim that the present system of sampling results in a saving for grain growers, because when samples show an appreciable difference, re-inspection which is called for, sometimes results in raising the grades.

St. Paul, Minn.—The Nonpartisan league favors state ownership of food industry plants, including flour mills and grain elvtrs. A bill to this effect as introduced in the state senate recently by senators Magnus Johnson and C. A. Naplin, of Pennington county. There was immediate and hot opposition to the bill claiming it merely a move to get Nonpartisan control of the state. Those who favor the bill, claim it to be in line with progress.

Shakopee, Minn.—A decision, by Judge C. M. Tift, filed in the district court of Scott county, rules in favor of the Shakopee Elvtr. Co., owing to the fact that the Middlewest Grain Co. of Minneapolis has no lien on the insurance policies of the former company, which was burned Apr. 26, 1917; also because certain of the transactions between the local mgr. of the elvtr. company and the Middlewest Co. were alleged gambling transactions in which the latter cannot recover.

St. Paul, Minn.—While grain men oppose ban on trading, they are in favor of legitimate hedging; so they said at a hearing before the senate grain and warehouse com'te. They think the bill would seriously interfere with the grain trade, including the producers themselves. Jno. G. McHugh, sec'y Minneapolis Chamber of Commerce, was a witness. Senator Peterson, author of the bill, said he did not aim to prohibit legitimate grain dealers from protecting themselves by hedging on their contracts, but to prevent gamblers from dabbling in the market.

St. Paul, Minn.—At a recent hearing of the Wilkinson bill, to prohibit grain inspection on railroad cars or steamboats by other than the state grain and warehouse commission, no action was taken by the grain and warehouse com'te. J. J. McHugh, sec'y Minneapolis Chamber of Commerce, and C. F. McDonald, sec'y Duluth Board, protested, claiming commission men could command higher prices for the farmers when permitted to sample the grain; while Rep. R. A. Wilkinson claimed shippers were suspicious of the commission men's inspection.

Duluth, Minn.—Newly elected officers of the Board of Trade are: Pres., B. Stockman, mgr. for the Duluth-Superior Milling Co.; vice-pres., H. F. Salyards; directors for three years, J. F. McCarthy, G. H. Spencer and Wm. Grettum; members of the Board of Arbitration, E. S. Ferguson, G. G. Barnum and Wm. Grettum; Board of Appeals, Thos. Gibson, F. E. Lindahl, and H. J. La Bree; Com'tes on Inspection, M. M. McCabe, A. M. Prince, J. F. McCarthy, C. F. Haley and H. A. Starkey. The election of H. F. Salyards as vice-pres. left a vacancy on the Board of Directors, and this vacancy as well as one created on the Board of Arbitration by the election of Wm. Grettum, as director, was filled on Jan. 27.

MINNEAPOLIS LETTER.

C. E. Lockerby was appointed as a member of the Closing Price on Coarse Grain com'ite, in place of M. W. Smith, resigned.

The mill of the Midland Linseed Products Co. was damaged by fire that started in a spout leading from the storage tanks to the mill proper.

The Minnehaha Grain Elvtr. was slightly damaged Jan. 22, by fire starting from a hot box in the cupola.

Frank S. Cowgill, of the Bartlett-Frazier Co. of Chicago is now a member of the Chamber of Commerce.

Memberships in the Chamber of Commerce have been transferred from F. C. Blodgett No. 2 to A. G. Hessburg; W. D. Gregory No. 2 to M. W. Sowle; C. B. Pierce to Frank S. Cowgill; W. J. McCabe No. 2 to Geo. H. McCabe; Luke W. Flood to James D. Collinson; A. H. Poehler No. 2 to E. E. Stouts; W. O. Timmerman No. 3 to Frederick P. Wheeler. Requests for transfers of membership have been made from W. O. Timmerman No. 2 to Chas. H. McCarthy; L. D. Truesdell No. 2 to Oliver S. Wheeler.

MISSOURI

Barnard, Mo.—John A. Fields has bot I. C. Roelofson's elvtr.

Carthage, Mo.—The McDaniel Milling Co. will erect an elvtr.

Lamar, Mo.—The new elvtr. under construction by Thos. Egger is progressing rapidly.

St. Joseph, Mo.—The Grain Belt Mills have installed two Hall Signaling Grain Distributors.

St. Louis, Mo.—John T. Milliken, grain speculator of national fame, died recently at his home here.

Kansas City, Mo.—D. H. Kresky has renewed his application for membership in the Board of Trade.

St. Louis, Mo.—Geo. H. Backer, one of the oldest members of the Merchants Exchange died recently, aged 68.

St. Louis, Mo.—Bert Forester, formerly with Bartlett Frazier & Co., is now representative for King, Farnum & Co.

St. Louis, Mo.—Lamson Bros & Co. have opened a branch office in the Merchants' Exchange bldg. with Oswald Graves in charge.

Whiteside, Mo.—W. A. Magruder, mgr. of the Whiteside Elvtr. Co., has bought a site in Bowling Green, Mo., upon which to erect an elvtr.

Norborne, Mo.—At the annual meeting of the Farmers' Elvtr. Co. J. L. Wilson was elected pres. T. B. Adams, vice-pres. Otto Oren, sec'y., treas. and mgr.

St. Louis, Mo.—Employees in the State Grain Inspection Department, and thru-out the state, have had their salaries reduced \$10 a month, except the \$150 men.

St. Louis, Mo.—Henry C. Haarstick, former pres. of both the Merchants Exchange and of the St. Louis & Mississippi Valley Transportation Co., died recently.

Cape Girardeau, Mo.—The mill which the Cape Co. Milling Co. built to replace the elvtr. which burned some time ago, is now in operation, having both day and night shifts.

Drexel, Mo.—We bot out S. I. Stewart Jan. 9, and took possession two days later. We will handle grain, grass seed, all kinds of feed, flour, coal, sand and brick.—Farmers Elvtr. Mer. & Mfg. Co.

Armstrong, Mo.—We have not yet decided whether we will build a new elvtr., or buy the one already used by private parties and bring it up to date.—W. W. Garner, sec'y Liberty Farm Club.

Kansas City, Mo.—The French Croix de Guerre has been awarded Lieut. R. R. De Armond, formerly of the Russell Grain Co., and now in the 369th infantry. The lieutenant was wounded in France, but in a recent letter received from him, says that he has been back in service some time, and that his regiment is expected to return home very shortly.

St. Louis, Mo.—Oswald Graves, St. Louis representative of Shearson, Ham-mill & Co., has announced that his firm will close the local branch Feb. 1, and concentrate its efforts on its main offices.

Sedalia, Mo.—Chairman J. H. Scarborough and Sec'y. M. V. Carrol, of the good roads com'ite of the Missouri Federation of Commercial Clubs, have called a convention to form the Missouri Hard Road Ass'n.

Kansas City, Mo.—By a vote of 84 to 5, the Board of Trade, on Feb. 1 established a uniform charge of one-thirtieth of one cent a day storage and insurance on grain in store in Kansas City, Mo., and Kansas City, Kan. During the first 10 days the total charge will be ¾c.

Brookfield, Mo.—O. A. Talbott & Co. of Keokuk, Ia., with general offices at La Clede contemplate the erection of a 50,000-bus. cleaning and mixing house at this point, where they can have the advantage of the local switching service, Brookfield, being a division point on the C. B. & Q. Ry.

Kansas City, Mo.—The Liberty Milling Co. has been organized by H. C. Nunn, supt. of the Kansas-Missouri Elvtr. Co. Mr. Nunn will retire from his present position April 1. A new flour mill of 2,000 barrels daily capacity is to be built by Mr. Nunn's associates. The construction, modern in every respect, will include a concrete elvtr. of 400,000 bu. capacity.

Kansas City, Mo.—The retirement of George A. Aylsworth from the presidency of the Aylsworth Grain Co., made necessary reorganization, which has been completed by the election of the following officers: F. S. Cowgill, Chicago, pres.; E. S. Westbrook, Omaha, vice-pres.; J. S. Ridge, Chicago, treas.; A. R. Aylsworth, Kansas City, sec'y. Mr. Aylsworth is in active control of the business.

Dexter, Mo.—W. T. Bowman, formerly of the Stoddard County Milling Co., Advance, Mo., is now in charge of our elvtr. and mill here, succeeding Lee Bowman who goes into the sales department at headquarters at Sykeston. W. T. Bowman was mgr. of this plant prior to his employment at the mill at Advance, having been succeeded by B. W. Bowman who is now head of the Southern Grain Co. of Dexter.

Chesterfield, Mo.—Farmers of St. Louis County are considering a co-operative society for the building of a large grain elvtr., which will be modern and fireproof, with a capacity of 70,000 bus. and \$12,600 of stock, in the proposed corporation, was subscribed at a recent meeting. Further funds are to be raised in order to incorporate for \$30,000. L. Busch Faust is sponsoring the movement, and proposes to hold 51 percent of the capital stock.

MONTANA

Sweet Grass, Mont.—The elvtr. of the Montana Emporium Co. is closed on account of short crop.

Reed Point, Mont.—The Occident Elvtr. Co. is looking for a lease here with a view towards erecting a 40,000-bu. elvtr.

Harrison, Mont.—Our elvtr. at this place and the one at Williams, were not opened the past year.—Cargill Elvtr. Co., Minneapolis, Minn.

Rapelje, Mont.—The McCaull-Webster Elvtr. Co. has built a new 22,000-bu. elvtr., equipped with an 8-h. p. engine and a Bird Shipping Scale.

Chinook, Mont.—The St. Anthony & Dakota Elvtr. Co. has wrecked its old plant and built a new 25,000-bu. house. It will be operated by a 12-h. p. engine and will have a Bird Shipping Scale.

Molt, Mont.—We have two elvtrs. here, the Occident Elvtr. Co., and Farmers Elvtr. Co., both new companies. C. F. Halverson is manager of the Farmers' Co., which will close the middle of Feb., when Mr. Halverson will move to Billings. The Occident Elvtr. Co. will remain open all winter.—F. B. Maynard, agt. Occident Elvtr. Co.

Great Falls, Mont.—A com'ite has been appointed to push the plan for a new terminal elvtr. here. C. S. Warden, Adam Stimpert, Judge Lew L. Galloway, Sam Stephenson and Dan Fisher, compose the com'ite.

NEBRASKA

Ogallala, Neb.—Work on the Farmers Elvtr. has been resumed.

Powell, Neb.—We have sold our elvtr.—A. M. Strawbacker & Son.

Yanka, Neb.—The Farmers Elvtr. Co. is increasing its capital stock.

Gandy, Neb.—Chas. Harden is now manager of the Farmers Elvtr. Co.

Tamora, Neb.—The Farmers Elvtr. Co. has installed new ten ton scales.

Leshara, Neb.—The Farmers Elvtr. here is receiving a new coat of paint.

Hildreth, Neb.—W. C. Landau has resigned as manager of the Farmers Elvtr.

Table Rock, Neb.—Elery Gibbs is local manager for the Central Granaries Co. here.

Obert, Neb.—E. G. Ruffner, mgr. of the McCaull-Webster Elvtr. Co. is going to resign.

Surprise, Neb.—The Farmers Elvtr. Co. is building a 14x16 addition to its grain office.

Colon, Neb.—Frank Humlicok is now with the Farmers Co-operative Elvtr. Ass'n.

Lincoln, Neb.—The Gooch Milling & Elvtr. Co. has installed two Hall Signaling Distributors.

Ithaca, Neb.—Fred Harden has been re-elected mgr. of the Farmers Union Co-operative Ass'n.

Concord, Mass., Jan. 15.—Frank Moynihan has accepted a position with the Brown Grain Co.

Gretna, Neb.—John Strasser, Agt. Latta Grain Co., owing to ill health, will take a vacation from the grain business, and seek another climate for a time.

Wahoo, Neb.—The Farmers Co-operative Co. has purchased the Wahoo Mill, and will install new machinery.

Sholes, Neb.—W. E. Foley, agt. for the Slaughter Prescott Elvtr. Co., has been transferred to Dakota City.

Hallam, Neb.—The Wright-Leet Grain Co. has sold its elvtr. to the Farmers Elvtr. Feed, Flour & Coal Co.

Crete, Neb.—Jos. Homollea, an employee of the Crete Mills, unfortunately suffered a serious injury to his fingers.

Dunning, Neb.—The farmers elvtr. here is now running at full capacity. C. G. Hankins is manager for the company.

Grant, Neb.—The Grant Equity Exchange is making its elvtr. practically fireproof with new corrugated iron siding.

Clarkson, Neb.—The Farmers Union Co-operative Supply Co. is having plans drawn for a new 45,000-bu. elvtr. to cost \$25,000.

Wakefield, Neb.—John Eckert, who has been mgr. for the Farmers Elvtr. Co., has gone to Potter, where he will operate a mill.

Kenesaw, Neb.—We have added a line of farm implements to our milling business.—L. M. Robinson, sec'y and Mgr. Whitely Milling Co.

Murray, Neb.—Albert Wheeler, for several years manager of the Murray Farmers Elvtr. Co., has resigned, and Ted Barrows is to take his place.

Thayer, Neb.—The Farmers Grain Ass'n has let the contract for a 35,000-bu. reinforced concrete elvtr. to the Burrell Engineering & Construction Co.

Wayne, Neb.—The new building of the Farmers Elvtr. Co. here, is doing business; the machinery having been installed, tho the building is not quite completed. It is the largest elvtr. in this locality, having a capacity of about 50,000 car loads of grain.

Bronson, Neb.—The new elvtr. of the Farmers Union Co-operative Ass'n is in operation. The plant is a strictly modern one. Art Lyngholm is sec'y.

Bennet, Neb.—At the annual meeting of the Farmers Elvtr. Co. it was voted to change the name of the company to Farmers Co-operative Elvtr. Co.

Sidney, Neb.—The elvtr. of the Farmers Union Co-operative Ass'n. has been completed and is in operation. The plant is a modern one in every particular.

Johnson, Neb.—The Johnson Farmers Union Co-operative Ass'n. incorporated; capital stock, \$50,000; directors, J. H. Gerdes, Geo. Reiners and others.

Tecumseh, Neb.—I expect to give the elvtr. which I bot recently of L. S. Chittenden, a thoro overhauling and will handle grain and stock.—W. E. Evans.

Hardy, Neb.—At the annual meeting of the Farmers Elvtr. Ass'n. new directors were chosen. At the next meeting the building of a new elvtr. will be considered.

York, Neb.—York Milling Co. is planning for the building of a storage elvtr., and considerable other improvements, anticipating an increase of business during the coming year.

Benedict, Neb.—The Farmers Grain Ass'n has completed a reinforced concrete elvtr. of 53,000 bus. capacity. The present officers are: D. W. Baker, pres.; C. F. Gouch, vice-pres.; and W. M. McMullen, sec'y., and mgr.

Omaha, Neb.—W. H. Chambers, of Omaha, writes from California: "I am just getting on my feet after quite a serious operation, will probably lay up here until Fall; then if all conditions are right, will get back into harness."—W. H. Chambers.

Wayne, Neb.—At a recent meeting of the stockholders of the Farmers Union Co-operative Ass'n., the old directors were re-elected, and Milo Kromko was elected pres., and Geo. Chapman, mgr. Their new elvtr. is nearing completion, and the old house will be taken down.

Omaha, Neb.—Our 100,000-bu. concrete elvtr. is now ready for business. The equipment includes a hopper scale, two large cleaners that can handle 3,500 bus. of coarse grain per hour, each, and two elvtr. stands with a handling capacity of 30 cars per day.—Miller Cereal Mills.

Beatrice, Neb.—W. C. Black, Sr., of the firm of Black Bros., pioneer miller, died Feb. 4, at his home here. Mr. Black was 83 years old, and had been in the milling business since 1879. He was born in Ireland, but came to the United States with his parents when but three years old.

Hastings, Neb.—I have just received my discharge from the army and am opening a brokerage office here, representing the Simonds-Shields-Lonsdale Grain Co., of Kansas City, with which I was formerly connected, and the Van Dusen-Harrington Co. of Minneapolis and Sioux City, Ia.—C. R. Sexson.

Lincoln, Neb.—Two bills regulating the grain trade were introduced in legislature Feb. 1. One from as H. R. No. 229, by Staats and Frost, declaring all facilities for the marketing of grain, live stock and other farm products charged with a public use and subject them to the supervision and control of the state, to bring them under the jurisdiction of the state railway commission; requires that all grain and live stock exchanges, terminal and other similar organizations shall first obtain a state license, prescribing the conditions under which such license may be secured, providing for revocation of licenses; prevents unfair practices and fraudulent marketing, grading, weighing and handling; providing for a state grain inspector; and empowers railway commission to make necessary rules and regulations. The other, H. R. No. 345, by Carstensen and others, declares all organizations dealing and trading in grain and farm products to be public markets and provides for their regulation. The attorney-general is empowered to dissolve them if they violate rules.

Ragan, Neb.—St. Elmo Jordan, formerly with the Octavia Lumber & Grain Co., of Octavia, Neb., has been appointed manager here, in place of L. A. King, who died recently of influenza.—Farmers Elvtr. Co.

Spencer, Neb.—At a recent meeting of the stockholders of the Farmers Elvtr. Co., ample stock was subscribed for the new company, and it organized by electing Alfred Loomis, Ernest Hagborg, John Schmidt, William Nelson and William Luedke as directors. The holdings of the company were invoiced, and as soon as possible the new company will take the elvtr. over.

NEW ENGLAND

Furnace, Mass.—Earl D. Hastings is now mgr. of the Cutler Co.'s grain store, recently opened here.

Lowell, Mass.—Chas. G. Wotton, junior member of the grain firm of Wilder & Wotton, died Jan. 29 at his home here.

New London, Conn.—P. Schwartz & Co. have let the contract for new buildings, consisting of a grain elvtr. 32x55 ft., of brick, also a storehouse, 32x105 ft.

Reading, Mass.—Cummings & Chute, well known grain dealers of Moburn, have opened a branch store here, to which Mr. Chute will devote most of his attention.

Swampscott, Mass.—Edwin A. Farnham, for many years identified with the hay and grain business here, died recently in St. Petersburg, Fla., where he had gone hoping to improve his health.

Richmond, Vt.—The Richmond Grain Co., incorporated; capital stock, \$50,000, for the purpose of conducting a grain and feed business. Incorporators, F. W. and F. H. Shephardson and G. E. Bartlett.

West Brookfield, Mass.—George H. Brown, 83 years old, a retired grain dealer, died Feb. 2 at his home in this town. He organized the firm of Crowell & Brown, grain dealers, for many years located in West Brookfield, with the late George Crowell. This business was afterwards sold to the present Cutler Co. He leaves two sons, Herbert S. and George H. Brown, Jr. Mr. Brown served as selectman, constable, fire commissioner and as representative in the state Legislature.

New London, Conn.—The State desires to interest outside capital in the construction of a grain elvtr. at the port of New London, and it is believed that the State can offer a valuable proposition to parties interested; leasing sufficient land area and water facilities at a nominal rental over a long period of time, outside capital to construct and operate the elevator. The State is desirous of getting in touch with companies who might be interested in this development.—W. E. Clarke, sec'y Rivers, Harbors & Bridges Commission.

NEW JERSEY

Clifton, N. J.—The new reinforced concrete grain elvtr. and corn flour mill, just completed by the Clifton Cereal Mills Co., is under one roof, the roofing being of slag. There is a detached brick boiler house and a two-story frame office building. The capacity of the elvtr. is 26,000 bus., and of the mill 500 bbis. The elvtr. is equipped with an Invincible-Dennis Grain Drier, capacity 400 bus. per hour, one receiving, one dryer and cleaner leg each equipped with V buckets, car receiving pit, single car shovel machine, a compound shake double receiving separator, a 1,500-bu. Richardson Automatic Receiving Scale in cupola, and a manlift. The power is electricity. The plant was designed and erected by Deverell, Spencer & Co.

NORTH DAKOTA

Mylo, N. D.—J. G. Mundy, who owned an elvtr. here has moved to Minneapolis.

Jud, N. D.—F. C. Rector has sold his elvtr. here, but continues to operate his elvtr. at Lisbon.

Rolette, N. D.—The elvtrs. owned by J. D. Gruber have been closed for the past two years.—F. Curtis, Spaulding Elvtr. Co.

Marston, N. D.—The elvtr. of the Lybeck Grain Co. which is the only one here, is closing for the season.—W. L. Horner, agt.

Robinson, N. D.—The Farmers Union Elvtr. Co. is making some changes in its elvtr. T. E. Ibberson Co. has the contract.

Parshall, N. D.—An auto truck dump is being installed in the elvtr. of the Minne-kota Elvtr. Co. by the T. E. Ibberson Co.

Emrick, N. D.—The elvtrs. of the Independent Elvtr. Co., and the Osborne-McMillan Elvtr. Co. are both closed.—Atlee Tanner.

Eckelson, N. D.—The elvtr. here formerly operated by us, was not open the past season.—Cargill Elvtr. Co., Minneapolis, Minn.

Walden, N. D.—Our elvtr. here and the one at Sentinel Butte have been closed within the past two weeks.—Cargill Elvtr. Co., Minneapolis, Minn.

Leith, N. D.—I have resigned, my position as mgr. for the Armour Grain Co. at Rodney, Ia., and am now mgr. for the Leith Equity Exchange.—A. B. Doolittle.

Lisbon, N. D.—The Equity Elvtr. Co. is adding a lumber yard to its business here. My head office is at this point, where I own and operate an elvtr.—F. C. Rector.

Northwood, N. D.—We installed a cleaner, a 12-h.p. engine, and a car loader; a great advantage to the shippers.—S. O. Nelson, mgr. St. Anthony & Dakota Elvtr. Co.

Norwich sta. (Genoa p. o.), N. D.—The elvtr. of the Genoa Equity Co-operative Elvtr. Co. located on the Great Northern R. R. is not doing any business this year.—H. F. Finneseth, sec'y.

Bismarck, N. D.—Fourteen million dollars in additional bond-issues, \$10,000,000 for rural credit bank, and \$4,000,000 for highway work are carried in two bills introduced in the legislature.

Esmond, N. D.—A charter has been issued to the Esmond Milling & Elvtr. Co., incorporated; capital stock \$25,000; incorporators, Hans Rosholt, B. I. Steig, G. W. Dickey, C. H. Bengsen and R. D. Swengel.

Casselton, N. D.—The Farmers Co-operative Milling & Elvtr. Co. incorporated for \$100,000 by W. D. Movius, John F. Zimmerman, Adolph Libus, and others, is one of the largest co-operative enterprises the sec'y of state has chartered for some time.

Kintyre, N. D.—John Mennes, mgr. for the Farmers Elvtr. Co. was seriously injured when he was caught in the drive belt while putting dressing on it. He was found unconscious by his assistant. He is making a rapid recovery and will soon be at his work again.

Powers Lake, N. D.—The elvtr. of the National Elvtr. Co. which has been operated by the Powers Lake Grain Co., has been taken over again, thru purchase, by the National Elvtr. Co. The last named company has also taken the elvtr. of the Imperial Elvtr. Co., which has been closed and is operating it.

Wyndmere, N. D.—The Farmers Equity Elvtr. Co. has let the contract for a new elvtr. to the T. E. Ibberson Co. Materials will be ordered at once so that the house will be completed this spring. The elvtr. will have 22 bins, 3 legs, 3 cleaners, an automatic scale, auto truck dump, 2 15-h. p. gas engines, Ibberson Electric Bin Alarm and Double Distributor. There will also be a large office. The plant will be located on the site of the old one which will be torn down.

NEW YORK

Brooklyn, N. Y.—The business of Chas. Schaefer & Son will be continued as heretofore.

Geneva, N. Y.—C. C. Davison will build a flour mill adjoining his elvtr. and mill. The elvtr. has a capacity of 35,000 bus. and additional bins in the new mill building will provide storage for 5,000 more.

Buffalo, N. Y.—The H. C. Moffat flour mill will handle its grain thru the Pierce elvtrs.

Falkirk, N. Y.—John Remsen has purchased a Hall Signalling Distributor for his plant here.

Buffalo, N. Y.—The Curtiss Grain Corporation has increased its capital \$150,000 to \$250,000.

Lockport, N. Y.—The wall of the old Crosby elvtr. collapsed letting 2,000 bus. of wheat into the Erie Canal. The grain belonged to Griggs Bros.

OHIO

Stelvidio, O.—John Miller, formerly of the firm of Miller & Nagle, has bot the Stelvidio elvtr., and will take charge April 1st.

Upper Sandusky, O.—The U. S. Commission Co., a farmers' organization, capital stock \$50,000, will operate an elvtr. here.

Bowersville, O.—The New Era Grain Co. incorporated; \$15,000 capital stock. D. L. Early present owner of an elvtr. here is interested.

New London, O.—The New London Farmers Exchange, incorporated; capital stock \$25,000. Paul Roorback and others, incorporators.

Avery, O.—The Avery Elvtr. & Grain Co., incorporated; capital stock \$35,000; incorporator, B. F. Turner, who is also proprietor of R. Turner & Son's elvtr.

Cincinnati, O.—"Jack" Gartner is now sec'y. of the D. O. Gross Co., and will manage their hay department. He was formerly mgr. of the A. C. Gale Grain Co.

Lakeville, O.—There has been no change in our firm of Jno. W. Horn & Son whatever, except that our senior member is not active and is now living on a farm close to town.—H. Kay Horn.

Prairie Depot, O.—The officers of the newly organized Farmers Co-operative Co. are John P. Bowers, pres.; Curtis Adams, sec'y, Jas. Henderson, treas., all of Prairie Depot; Roscoe Knisely, vice-pres., Bradner. They are building a plant.

St. Paris, O.—Officers of the newly organized Farmers Grain & Feed Co. are: Pres., J. B. Putnam; vice-pres., R. M. Kite; sec'y, and mgr. J. C. Heaston; treas., C. O. Kizer. The company will deal in grain, seeds, flour and feed, coal, salt and tile.—J. C. Heaston.

Hicksville, O.—The Bear Grain Co. has sold its elvtr. to Edward Moser and Christian Koch, of Woodburn, Ind., possession being given March first. Mr. Bear will seek relief from business cares on account of impaired health. Retaining his home here, he will spend some time on the farm.

Findlay, O.—The Hancock County Co-operative Elvtr. & Supply Co. has declared a ten per cent dividend, the remaining ten per cent of the past year's earnings to be retained for construction of a new elvtr., which is to cost \$25,000. It is proposed to increase the amount of stock each member may hold.

Columbus, O.—The state legislature will be asked to increase immediately the present state levy of three tenths of one mill for the highway improvement fund to five tenths. The Ohio Roads Congress is enthusiastically in favor of increasing the fund to provide the above increase at once and an additional one tenth mill each year until a maximum of one mill is reached, and has the backing of popular sentiment all over the state.

Cincinnati, O.—At the regular meeting of the Cincinnati Grain and Hay Exchange, held Jan. 21, for the purpose of electing officers for the year, the following were chosen: Pres., E. B. Terrell, of the Early & Daniel Co.; first vice-pres., Lyman Perin, of Perin Bros.; second vice-pres., Henry M. Brouse; sec'y of the board, Elmer H. Helle, and treas., Chas. S. McGuire. The latter is a recently created office. D. J. Schuh was re-appointed executive sec'y and mgr., and S. H. Reeves, traffic manager.

St. Paris, O.—I shall continue as sec'y of the St. Paris Grain Co. until our annual meeting in July, when there will probably be a change, since I now have an interest recently purchased in an elvtr. at LaRue, O.—J. E. Stayman.

Cincinnati, O.—"Whenever the Board of Directors of the Chamber of Commerce sees fit to submit terms, regarding the return of the grain men to the floor of the Chamber of Commerce, we will surely give them respectful consideration, but should we return it must be on our own terms," declared E. A. Fitzgerald, pres. of the Grain & Hay Exchange at the annual dinner. He also made the suggestion that the grain men raise a fund for the erection of a home of their own.

Cincinnati, O.—The Board of Directors of the Grain and Hay Exchange, at a special meeting, approved the following com'te appointments recently made by Pres. Terrill: Weighing and Inspection, Alfred Gowing, chairman; H. E. Richter, B. H. Wess, H. M. Brouse, W. A. Van Horn, W. R. McQuillan and Murray Eisfelder. Entertainment: H. E. Niemyer, chairman; C. S. Custer and W. A. Daniels. Rules: Henry M. Brouse, chairman; F. B. Edmonds, E. A. Fitzgerald, F. F. Collins and Joseph F. Costello.

OKLAHOMA

Muskogee, Okla.—The Hayes Grain Co. has discontinued business.

Knowles, Okla.—The Farmers Merchants Grain Co. is still closed.—D. R. Johnston.

Cherokee, Okla.—F. A. Hague is our mgr. at the present time.—Cherokee Mills.

Oologah, Okla.—E. F. Young has purchased the Rea-Patterson Grain Co. Elvtr. here.

Ringling, Okla.—W. F. Russell & Co., formerly of Ringling, Okla., have removed to Ranger, Tex.

Woodward, Okla.—The Woodward Grain Co. has sold its grain and coal business to R. H. Pierson.

Carmen, Okla.—H. W. Fulkerson, of Lewis, Kan., is now mgr. for the Carmen Grain & Supply Co.

Ingersoll, Okla.—The Farmers Co-operative Union is considering the construction of a four tank tile elvtr.

Blackwell, Okla.—The Welge Grain Co., which also had elvtrs. at Sumpter and Retta has not been in business since April, 1918.

Guthrie, Okla.—The Sun, Grain & Feed Co., incorporated; capital stock \$100,000; Frank S. Gresham, W. W. Deck and T. P. Lewis.

Drummond, Okla.—The Enid Milling Co. expects to enlarge its elvtr., and raise it 14 feet higher. Capacity will be about 25,000 bus.

Capron, Okla.—Clay Howard, W. J. Cameron and George A. Cameron have incorporated the Capron Milling Co., capital \$30,000. The company operates an elvtr.

Oklahoma City, Okla.—Representative Knight, of Claremore, has introduced House Bill No. 108, in which Section 1 provides that from and after the passage of this Act, it shall be unlawful for any person, firm, corporation or employe to move any railroad cars across any public thoroughfare, within this state, unless the same is attached to or connected with a locomotive engine; or for any person in control of such railroad cars to permit them to be kicked or a flying switch to be made with such cars, or permit them to be rolled across any public highway, street or alley within the state of Oklahoma. To our way of thinking, this is a very inconsistent measure, to say the least; in fact, it would hinder our operations during the busy season materially. We suggest that grain dealers read it over carefully and immediately write representative, also senator, in the legislature, pointing out just how the enactment of such a law would affect the mill or elevator, as well as every industry in the state.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Durant, Okla.—The Durant Grain & Elvtr. Co. has about completed an elvtr. costing \$100,000.—D. Head & Son.

OREGON

Portland, Ore.—Wm. W. George, of the firm of George & Shannon, died recently. Mr. George was a native of Indiana, tho he has resided here since 1892.

Redmond, Ore.—C. O. Reynolds has made a proposition to build a 10,000-bu. grain elvtr., and to double the capacity of his flour mill. A com'te of three members, of the Commercial Club, Guy Dobson, A. H. Tift and J. R. Roberts are to co-operate with Mr. Reynolds.

Astoria, Ore.—The Montana Union American Society of Equity has signed a contract for a site upon which they intend to erect a 2,000,000 bu. terminal grain elvtr., construction work on the first 500,000-bu. unit to commence within six months. The site, which is 300x3,000 feet, was contracted for with the Young's Bay Land Improvement Co. and the Montana-Warrenton Development Co. and is of considerable water frontage.

The Dalles, Ore.—Investigation of Eastern Oregon grain rates will be continued by the Oregon Public Service Commission. Because of lack of funds, the work was discontinued for a few weeks, but the state emergency board voted a deficiency appropriation. It is said that the report of the commission will so forcibly demonstrate the discrimination against the haul down the Columbia River that the interstate commerce commission of the railroad commission can not ignore it.

PENNSYLVANIA

Mt. Bethel, Pa.—The buckwheat mill of the Flory Milling Co. burned Jan. 3. The loss of \$25,000 was covered by insurance.

Franklin, Pa.—J. A. Lavery's Sons are to equip their elvtr. with a Hall Signaling Distributor.

PHILADELPHIA LETTER.

Application for membership in the Commercial Exchange has been made by Fenimore Bros., of Mt. Holly, N. J.

At the annual meeting of the Commercial Exchange, held Jan. 28, C. Herbert Bell was re-elected president; Horace Kolb, vice-pres.; and E. H. Price, treas. The following six members, to serve two years, were elected to the board of directors: Louis G. Graff, William M. Richardson, Hubert J. Horan, William B. Stiles, F. Marion Hall, and Winfield S. Woodward.

At a recent organization of the Commercial Exchange the following officers were elected: A. B. Clemmer, sec'y.; L. J. Riley, assistant sec'y.; John Malthea, traffic mgr. The other appointees were: Edward Ingram, telephone mgr., and Jos. Hassz, gate keeper.

SOUTHEAST

Quitman, Ga.—The Thomas Elvtr. Co. has installed a Hall Signaling Distributor.

Palm Beach, Fla.—A stock company has been organized here to erect a grain elvtr. to take care of corn from the Everglades.

Norfolk, Va.—G. W. Hodges Feed & Produce Co., incorporated \$20,000, feed and milling business. Pres. G. W. Hodges; sec'y., M. L. Hodges.

SOUTH DAKOTA

Dallas, S. D.—B. R. Freschauf is now mgr. of the Farmers Co-operative Ass'n.

Hoven, S. D.—J. P. Arend is no longer mgr. for the Hoven Equity Exchange.

Burch, S. D.—We have closed our elvtr. at this point.—Cargill Elvtr. Co., Minneapolis, Minn.

Sitka sta. (Glenham p. o.), S. D.—W. A. Fensler, mgr. of the elvtr. of the Equity Union Exchange, died recently.

Colton, S. D.—The Farmers Elvtr. Co. will increase its capital stock from \$25,000 to \$75,000 and will add a coal elvtr. to its plant.

Gayville, S. D.—Farmers Union Co-operative Elvtr. Co. incorporated; capital stock \$20,000; incorporators, Peter Mettol, C. F. Bye, Henry Ryken. The company has purchased the Van Osdel Grain Co.'s Elvtr. here, and has taken possession.

Forestburg, S. D.—It has been decided to organize a farmers elvtr. here; Iver Strand is temporary pres. and Leigh Rupert, sec'y.

Manchester, S. D.—G. W. Van Dusen & Co. have recently made extensive repairs in their elvtr. The work was done by the T. E. Ibberson Co.

Schindler, (Sioux Falls p. o.), S. D.—The Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$25,000. A new elvtr. will be built shortly.

Yankton, S. D.—The new concrete elvtr. of the Farmers Co-operative Co. has opened for business. Cost of building about \$22,000. R. F. Jacobs is manager.

Rowena, S. D.—The Farmers Elvtr. Co. intends to install a cleaner and automatic scale in the spring; also a new adding machine to its office.—John Meldrum, mgr.

Sioux Falls, S. D.—I am now mgr. for the Merchants Elvtr. Co. and am also representing, on a brokerage basis, the Terminal Elvtrs. of Kansas City in this territory.—Horace McCord.

Castlewood, S. D.—My new elvtr. of 12,000 bus. capacity, built principally for the handling of my own seed, and the cleaning and shipping of my own grain, is in running order and full of seed grain.—U. Preston.

Mitchell, S. D.—With 75 farmers as stockholders, a new co-operative elvtr. company was organized here recently. Burt Allen was elected pres. and George Jones sec'y. An up-to-date building, with a capacity of at least 30,000 bu., is contemplated.

Watertown, S. D.—The Farmers Elvtr. Co. will make extensive improvements in its elvtr. There will be new Link-Belt Silent Chain Drives on the heads, a new auto truck dump placed in the driveway and other general repairs made. T. E. Ibberson Co. will do the work.

Webster, So. Dak.—The Webster Equity Elvtr. & Trading Co. has awarded the contract to the T. E. Ibberson Co. for the erection of a new 40,000-bu. elvtr. It will have 22 bins, 3 legs, 3 cleaners, motors, Ibberson Double Distributor and bin alarm system. The large office will have a full basement containing a heating plant. Work will begin as soon as the materials which have been ordered, arrive.

TENNESSEE

Memphis, Tenn.—G. E. Patteson has bot the interest of John R. Pepper and Sam M. Pepper in G. E. Patteson & Co. and will continue the business.

TEXAS

Yoakum, Tex.—F. I. White is manager of the Yoakum Mill Elvtr. Co., which was formerly the Orth Milling Co.

Ganado, Tex.—The Ganado Elvtr. was burned recently. About 10,000 bags of rice were burned; damage \$100,000, insurance only partial.

Fort Worth, Tex.—Elbert C. Branch, second vice-pres. of the Fort Worth Elvtrs. Co., is dead. He lived near San Antonio and was 53 years old.

El Paso, Tex.—The license of the United Sales Co. has been revoked until further notice by the Food Administration because the company wrongfully rejected a car of corn sold by Wichita Falls shippers and then refused to comply with the ruling of the food administration which required the consignee to pay the loss sustained by the shipper in disposing of the rejected shipment.

Palestine, Tex.—A company is being organized by O. P. Pitts and W. M. Keller which will take over the plant of the Palestine Grain Co. Improvements are contemplated.

Houston, Tex.—A new charter has been granted the Southwest Grain & Hay Co. The capital stock is \$10,000. The incorporators are J. C. Ancoin, W. A. Willard and A. J. Alberton.

Vernon, Tex.—R. T. Mason, of the Kell Milling Co., died of influenza and pneumonia at his home recently. Mr. Mason was highly esteemed by the Kell Co., having been connected with it for a long time.

Celina, Tex.—The Collin Mill & Elvtr. Co. of McKinney will build a new 30,000-bu. elvtr. here, which will cost in the neighborhood of \$30,000. It will have concrete dumps for both trucks and wagons.

Dallas, Tex.—The Dallas Grain Co., incorporated, capital stock \$10,000 by J. H. Pearlstone, formerly proprietor of the Palestine Grain Co. at Palestine, Tex., and M. Ramsey and E. L. Pearlstone, of Dallas.

Lufkin, Tex.—The White Grain Co. is not now and never has been members of the Texas Grain Dealers Ass'n. They were formerly in business at Amarillo, Tex. After opening up at Lufkin, they made application for membership, but were not elected by the Executive Com'ltee.

Texas grain dealers are urged by H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, to write or wire representatives in the house and senate at Austin, opposing the bill which has been introduced to abolish the State Department of Agriculture and turn it over to the A. & M. College. The state department of agriculture should be continued, as it has shown a better understanding of the needs of farmers and grain dealers than has the A. & M. College. The latter is responsible for the failure of the railroads to grant the dealers the half rate on feed.

UTAH

Salt Lake City, Utah.—During the coming summer the Colorado Milling & Elvtr. Co., operating the Husler Flour Mills of this city, will build a new concrete and steel plant, consisting of a 1,000-bbl. mill and a 250,000-bu. elvtr. The site of the new plant is 495 ft. x 165 ft.—Husler Flour Mills.

Ogden, Utah.—The Sperry Flour Co., of San Francisco, Cal., will begin work in the spring on the head elvtr. and workhouse which will form part of an enormous plant to be completed later. The building will be 48x52 ft., 164 ft. high with 12 tanks 85 ft. high, with a capacity of 500,000 bus. After this is completed, the flour mill, 56x116, eight stories in height and a two-story warehouse 70x350 ft., will be commenced. A cereal plant is also part of the plans. The erection of these buildings is part of the company's plan for expansion outside of California.

WASHINGTON

Colfax, Wash.—Gilbert Stairer, recently connected with the Northern Grain & Warehouse Co., has been put in charge of the Pullman office of the company.

Tacoma, Wash.—In order to better handle their Tacoma business, the Fisher Flouring Mills Co. of Seattle have acquired possession of the International Fisheries dock.

Seattle, Wash.—The suit brot against the Port of Seattle by the Fisher Flouring Mills Co. and the Seattle Grain Co. to compel the Port to accept any grain brot to its elvtrs. instead of contracting its space, has been dismissed under the ruling by the public service commission that it has no jurisdiction in the matter.

Deer Park, Wash.—The Deer Park Grain Co. intends to build a flour mill next spring, adjoining elvtr.

Auburn, Wash.—The Lewiston Milling Co. of Lewiston, Ida., recent purchaser of M. W. Lawrence's Elvtr., is making extensive improvements on the property.

Olympia, Wash.—Regulation of the sale of sacked feedstuffs, which includes feeds made from ground cereals, and by-products such as wheat bran, middlings and shorts is the essence of a bill now before the state senate. One of the provisions is that the seller must file with the commissioner of agriculture a statement of intent to sell, also an affidavit as to the name or brand, the ingredients of the feed and the minimum percentage of crude fat and crude protein contained in it. The package must also bear a tag or label on which is the same information, and in addition, the weight. The composition of the feed must be certified to by the chemist of the Washington Experiment Station.

WISCONSIN

Denmark, Wis.—The Denmark Equity Elvtr. Co., incorporated, capital stock \$15,000.

Algoma, Wis.—We are operating elvtrs. at Algoma, Rio Creek and Forestville.—Froemming & Busse.

Plymouth, Wis.—The Farmers Equity Market & Supply Co., has increased its capital stock from \$2,000 to \$10,000.

Algoma, Wis.—R. J. Ihlenfeld has bought out the flour and feed business of Froemming & Busse, who operate an elvtr.

Warrens, Wis.—H. Gross of Merrimac, has purchased the lumber yard, grain elvtr. and grist mill of the Geo. Warren Co.

Baraboo, Wis.—The annual Grain Show of the Wisconsin Experiment Ass'n was held at the College of Agriculture Feb. 7 and 8.

Maiden Rock, Wis.—A farmers co-operative grain elvtr. is to be built here, sufficient money having already been pledged by the farmers to make the building a certainty.

Boyd, Wis.—We intend to build a 30x38, three-story frame, iron clad, flour mill the coming spring, a 40 bbl. mill, and expect to be ready to grind flour by June.—Boyd Produce Co.

Manitowoc, Wis.—In our recent purchase from The William Rahr Sons' Co. were grain elvtrs. We have also purchased elvtrs. of Haffenreffer & Bilharz.—Cereal Products Co., F. A. Miller, mgr.

Superior, Wis.—Gov. E. L. Philipp has re-appointed Edward McKinnon a member of the Wisconsin Grain and Warehouse Commission. The appointment is for three years, the subject to confirmation by the legislature.

Baraboo, Wis.—George Carpenter has retired from the Deppe Carpenter Co., of which he was founder and president, his interest having been taken over by Maurice Deppe, son of the junior partner of the firm. The business will be known as the Deppe Lumber & Produce Co.

MILWAUKEE LETTER.

Charles F. Iibbard, a member of the Milwaukee Chamber of Commerce for many years, died Jan. 21.

J. Walter Rice, Ludington Patton and Frank P. Konzal are newly elected members of the Chamber of Commerce.

Plans for a new home for the Chamber of Commerce which were interrupted by our entrance into the war, will probably be taken up after the annual meeting in April.

Vessels in Milwaukee for the winter cannot be utilized for storage of grain, rules the Food Administration Grain Corporation, in reply to a request of the Chamber of Commerce for aid in alleviating the grain situation in Milwaukee. The answer to grain traders' plea was signed by C. H. Williamson, Milwaukee grain administrator. No reason for the refusal was given.

Warren F. Stacks, now Milwaukee representative of F. S. Lewis & Co., of Chicago, Mr. Stacks is vice-pres. of the company.

The rate of interest on advances for the month of February, is 7 per cent.

Ludington Patton has been admitted to membership of the Milwaukee Chamber of Commerce, and the membership of L. W. Gifford has been transferred.

WYOMING

Burns, Wyo.—George Hurley has sold his elvtr. here, and moved back to Lawrence, Neb.

Gillette, Wyo.—Farmers here have sold stock in a mutual elvtr. to be erected in time for the 1919 wheat crop.

Cheyenne, Wyo.—The Farmers Co-operative Elvtr. Co., recently organized with J. Berry temporary chairman, is considering the building of a new elvtr.

St. Louis Plan for Handling 1919 Wheat.

At a meeting of the grain and milling interests of the St. Louis Merchants' Exchange, held Jan. 24th, to consider the problems confronting the trade relative to the handling of the 1919 wheat crop, the following resolution was adopted:

RESOLVED: That it is the sense of the grain and milling trade of Saint Louis that the wheat crop of 1919 should be handled in practically the same manner as the crop of 1918, except that the price should be stabilized in the various markets of this country on a basis as nearly as possible in line with the world value of wheat, and the difference between the price as thus established and the price guaranteed by the President's proclamation be made good by direct settlement with the farmer.

That the importation of wheat and its products into this country be prohibited during the life of the Presidential guarantee.

That exports of wheat and its products from this country be controlled by the Food Administration Grain Corporation, or such other agency as may be established to carry out the President's guarantee, with suitable provisions however to protect the millers and grain dealers in their merchandising operations based on the stabilized price, and

That in order to keep American labor fully employed and maintain the prestige and reputation of American flour in foreign countries, as large a proportion as possible be exported in the form of flour.

That the conditions attending the marketing and distributing of the 1919 wheat crop, which now promises to be by far the largest in the nation's history, will demand the services of men of wide experience, sound judgment and intimate knowledge of the grain and milling business, and that the present Food Administration Grain Corporation, with as nearly as may be the same personnel, should be designated for this purpose, their ability and integrity having been fully demonstrated and the experience which they have acquired during the past two years being an invaluable asset in the solution of problems which must be met in the future.

THE USE to which the \$100,000,000 recently appropriated by congress for relief in Europe has been outlined by Herbert C. Hoover, director general of relief. It will not be necessary to wait until foodstuffs can be shipped from the United States because of the quantities now at sea or discharging into European ports. Of these, 70,000 tons are for the Jugo-Slavs, Serbians and Czecho-Slovaks; 30,000 tons either arrived at or in progress to the Black Sea for Roumania; the Armenian Relief Com'ite has 7,000 tons on the way to Armenia and Syria as a gift and we are placing 10,000 tons at Constantinople as a reserve for them. We have 40,000 tons in Poland and 20,000 tons in Rotterdam awaiting re-shipment to the Finns and other liberated sections of Russia. The Polish Relief Com'ite is sending 7,000 tons to the Poles. The allies have also furnished about 50,000 tons of foods since the signing of the armistice.

Iowa Co-operatives Meet.

The Farmers Grain Dealers Ass'n of Iowa met in the 15th annual session at Cedar Rapids, Ia., Jan. 21-23, in Greene's Opera House.

The address of welcome was delivered by Mayor Rall who invited the city's guests to visit its various grain and other industries. The response was by President Cottingham of the State Ass'n, who spoke of the work of reconstruction that is to come. The Tuesday morning session was a brief one at which L. H. Stubbs of Cedar Rapids spoke of co-operation between farmers and city dwellers. After adjournment, the visitors were taken to see some of Cedar Rapids' thriving industries. The ladies in attendance were given an automobile trip over the city in the afternoon.

The Tuesday afternoon session started off with a speech by Verne Marshall, of the Evening Gazette, whose subject was "Post War Activities." Principal among these, he advocated the building of good roads as a means of facilitating the transportation of farm produce, better communication, and the spread of democracy. He was followed by Lieut. Gov. E. R. Moore who said: "We must take up the burden of the war which does not end with the signing of the armistice. We must realize the privilege and responsibility of the ballot and we must be more careful in keeping our politics within the realm of common sense."

The closing speech of the afternoon was on "The Co-operative Plan" by Judge W. B. Quarton, of Algona, Ia. He discussed the legal and economic phases of the co-operative plan and its advantages over the old joint stock company form of organization. His talk was followed by several musical numbers by the Criterion Quartet, after which there was a general discussion of the pro rata plan of conducting elevators. The evening was given over to an illustrated lecture on the evolution of the grain business.

The Wednesday morning session was taken up with matters pertaining to the Farmers Co-operative Elevator Mutual Insurance Ass'n of Iowa, it being presided over by Pres. Hans Moeller.

Col. Smith W. Brookhart talked of the policy to be pursued in railroad reconstruction and said that the most probable plan was that the roads would be divided into geographical and commercial systems and leased to private corporations with a nominal capital, the return on this capital to be on a sliding scale limited to a maximum of 8% or 9%, a portion to be divided with the government and all over the limit to go to the government; provision to be made that the government may take over the operation any time on six months' notice. Col. Brookhart, who had just returned from attending hearings of the senate com'ite, favors government ownership, but urged his hearers as a body to support the above plan if it should be presented.

The settlement of railroad claims was given serious consideration and a co-operative organization similar to the California Fruit Growers' Ass'n was advocated. A suggestion that a tax be levied on each car of grain or livestock shipped and on each car of commodities purchased was embodied in resolutions.

The real jollification meeting was on Wednesday evening at the big banquet at the Montrose Hotel. Toastmaster L. H. Stubbs permitted nothing but joyousness under penalty of a heavy fine. Special music was furnished by a six-piece orchestra. Speakers included a number of

men prominent in the grain trade not only in Iowa, but in other states. Adjournment was taken to the Majestic Theater where the remainder of the evening was spent.

The annual business meeting was held Thursday morning. Resolutions were passed against the daylight saving plan, and that all auto taxes should be restored to the counties from which they came for road improvement.

Dr. Charles D. Flint, president of Cornell College, Iowa, addressed the closing session on "Reconstruction Problems." The election of officers which followed resulted as follows: Pres., Mr. Cottingham of Stratford; vice-pres., C. H. Nelson, Garner; treas., G. M. Dyer, Spencer; sec'y, Frank M. Myers, re-elected.

The Grain Handling Facilities of Astoria, Ore.

(Continued from page 235.)

A complete telephone system has been provided for connecting all principal parts of the plant with the office. Signal bells are also installed from the various terminal points connecting with the superintendent's office.

THE SHIPPING FACILITIES: The purpose of the Astoria terminal elevator is for use mainly in connection with coastwise and offshore shipment by water. Wheat can be received either in sacks or in bulk from railway cars or from steamers which come down the Columbia river. All possible facilities are provided for cleaning and grading grain, after which it is spouted into holds of vessels lying at the docks adjacent to the elevator.

The Astoria elevator is to be considered as an integral part of the facilities provided at the Smith Point docks of the Port of Astoria, which includes 5,550 feet of docking space, pier sheds furnishing four acres of floor space, coal bunkers and ample trackage connecting all parts of the dock.

The elevator was designed by Mr. R. R. Bartlett, Manager and Engineer for the Port of Astoria; Mr. C. L. Houston was the contractor who built the elevator tanks, and Mr. W. Wills built the workhouse. The scales were furnished by the Richardson Scale Co.

At the present time this elevator contains one million bushels of bulk grain and the warehouse which is 1300' in length and 92' wide, contains 500,000 bushels of sacked wheat.

The rates for handling of grain, bulked and sacked, is as follows: Wharfage \$1.00 per ton, which includes 30 days' free storage. Storage 15c per ton per month or fractional part thereof. Trucking charges to ship's side 20c per ton; trucking charges to cars 25c per ton; other charges, such as resacking, bad order sacks, conditioning, etc., will be at current rates. Inspection fees charged by the Grain Inspection Department of the Public Service Commission of Oregon are 3c per ton on bulk wheat and 5c per ton on sacked wheat.

No shipments of grain have been made from Astoria this year, due to the fact that vessels obtainable have been transporting flour to Europe.

CARL VROOMAN, the socialistic assistant Secretary of Agriculture, who has occasionally proposed to hang all business men to the first lamp-post, has resigned from the department and no doubt henceforth will devote all of his time to arousing the ignorant and the uninformed.

Seeds

A BILL for a pure seed law has been introduced in the Missouri legislature.

GUTHRIE, OKLA.—The seed house of W. H. Doyle burned recently. Loss \$30,000.

ST. JOSEPH, Mo.—The Chesmore Seed Co. is the new name of the Chesmore-Eastlake Mercantile Co.

POPLAR, MONT.—A contract has been let by the Montana Farming Corporation for the building of a 10,000 bu. seed grain house near here.

THE O'BANNON Co., Claremore, Okla., has registered "O'B" in Old English type as its trademark for its seeds, under serial No. 113,526.

MANITOWOC, WIS.—J. K. Rugowski, seed dealer, will open a wholesale and retail salesroom in the offices formerly occupied by the Pere Marquette Steamship Co.

TOLEDO, O.—The Produce Exchange, thru a com'ite, is considering the feasibility of establishing a future market for beans. This action followed numerous requests from dealers who are very much in favor of the project.

OKLAHOMA CITY, OKLA.—Enough seed to sow thousands of acres was destroyed when the plant of the Barteldes Co. burned. Otto Bofinger, mgr., estimates the loss at \$125,000, covered entirely by insurance.

CHEHALIS, WASH.—Remodeling of a building to be occupied by the Western Seed & Implement Co. will soon be commenced. A new foundation and two plate glass fronts are included in the improvements.

THREE tons of white blossom sweet clover seed has been shipped by the University of Illinois to the American Red Cross Commission in Greece which will be used in attempts to improve the soil of the Balkan states.

LOUISVILLE, KY.—A recent report to the effect that Hardin, Hamilton & Lewman has discontinued business is not correct. The firm has given up its charter of incorporation, but the business is being continued as a partnership.

ST. JOSEPH, Mo.—The Kansas City Alfalfa Seed Co. has moved its plant from Kansas City to this place. The corporate name as well as the location has been

Imports and Exports of Seeds.

November imports and exports of seeds, compared with November, 1917, and for the 11 months ending Nov. 30, 1918, compared with the corresponding months of 1917, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.		11 mos. ended	
	November 1918.	November 1917.	November 1918.	November 1917.
Flaxseed, bus.	540,123	624,246	12,533,912	8,222,883
Castor Beans, bus.	2,608	199,460	571,523	1,014,131
Red Clover, lbs.	.....	.....	884,766	3,943,083
Other clover, lbs.	639,504	496,871	8,009,789	7,352,266
Other gr. sd., lbs.	475,424	284,412	5,751,141	6,017,953
Sugar beet, lbs.	300,291,301	4,194,698	12,310,941	.....
Flaxseed, bus.	.....	.....	851	.....
Clover seed, lbs.	.....	.....	97	2,240
Other gr. sd., lbs.	.....	.....	95,287	106,431

changed, it now being the Quentin-Martin Hay Co. It is capitalized at \$10,000.

RECEIPTS of kafir corn at Kansas City, Mo., during Jan. 1919, were 152,900 bus.; shipments, 464,200 bus.; compared with receipts of 102,000 bus., and shipments of 221,000 bus. during Jan. 1918.

OTTAWA, ONT.—A report of experiments at the Central and other experimental farms, states that during the past year 3,680 samples of seed grain were sent out for trial at the homes of individuals. Some of the farms also sent corn and vegetable seeds.—B.

LANSING, MICH.—Seed threshed in Michigan up to and including Jan. 25, 1919, as per returns of threshermen, is as follows: Buckwheat, 41,560 acres, 375,439 bus.; timothy, 711 acres, 1,789 bus.; clover, 70,144 acres, 70,251 bus.; beans, 350,768 acres, 3,364,187 bus.—Coleman C. Vaughn, sec'y of state.

TOLEDO, O.—Our John Luscombe, in the East, reports seaboard dealers will be in the market later for clover. Trade holding off, feeling when cash demand develops market should do better. But—as one observer remarked today—the fact Government allows exports up to 30,000 bags indicates that we have that much to export and will have to merchandise it at home in case foreigners don't want it.—Southworth & Co.

MONTGOMERY, N. Y.—The Orange County Farm Bureau has been investigating the activities of a seed salesman who has been selling "Improved Mammoth Cluster" seed oats to farmers, claiming that this variety yields from 20 to 30 bus. an acre more than other kinds, and reports that it can not recommend this variety after having given it a two years' test under varying conditions and adds that it thinks the agent would bear watching.

MITCHELL, S. D.—The past season has been exceptionally good for all kinds of field seeds. There was a strong demand for grass seeds as well as seed grains. The way the season is opening up now, everything points to a bigger and better season for the year 1919. Clover and alsike seed are undoubtedly higher, but the farmer has received high prices for all of his products and will not hesitate to pay these prices for clover seed. Timothy and alfalfa are going to be in good demand.—G. A. Harris, ass't mgr. Dakota Improved Seed Co.

LOWERING of the ocean freights invited export business in timothy seed and 'tis said a fair lot was worked. Impression seems to prevail that the main strength will come from business worked to the other side, and shipments to be made all summer. Buying of the distant futures, April and May, seems to bear this out. Toledo stocks are large. More or less being held in other markets and some at country points, but back of it all is the feeling that before another crop can be raised the world's demand will absorb the bulk of it. Much, however, depends on the holders. Some have waited a long time, and willing to wait until another crop is due, but others may get tired and drop by the wayside.—J. F. Zahm & Co.

TOLEDO, O.—Sentiment has been the big bull on timothy seed for over a year. Toledo being the only market where futures are traded in freely, our prices have attracted receipts from other centers. Our stock now looks like a mountain. It is larger than ever before and shows no signs of melting away. It is rapidly approaching a showdown. Foreigners have been waiting for lower ocean freights. There is now a fight on

between England and our country on ocean rates and this should stimulate the foreign demand. Will it, and when? Demand past month has been nearly all speculative, partly from local shorts who start today for Europe. Open trades in February are very small. Some deliveries today. Liberal line open in March, April and May. Short sales are now mostly by hedgers. Dealers, large and small, nearly all appear to be enlisted among the longs. Needs export demand or a very large domestic demand to make much of an impression on the enormous stock here.—C. A. King & Co.

FOR HAVING three times in succession exhibited the best peck of Wisconsin Pedigree No. 1 oats, H. T. Draheim of Gotham, Wis., now has in his permanent possession the silver trophy offered by the Milwaukee Chamber of Commerce at the annual grain shows of the Wisconsin Agricultural Experiment Ass'n. The custom of giving this trophy was inaugurated several years ago as a means of co-operation between the two organizations. Another cup has been ordered to replace this one which will be competed for at future meetings. The next meeting and grain show will be held at Madison the week beginning Feb. 3.

BECAUSE the high price of seed may discourage Ohio farmers from seeding the usual number of acres of clover, a mixture of grass seeds is recommended for spring sowing by agronomists at the Ohio Experiment Station. The mixture, per acre is red clover, 3 lbs.; alsike, 3 lbs.; alfalfa, 2 lbs., and timothy, 6 lbs. The mixture is not only cheaper than red clover, but will also give the full stand of legumes which are considered so essential in any soil improvement work. On soils which are decidedly acid, a mixture of 7 lbs. of alsike clover and 6 lbs. of timothy is recommended as red clover and alfalfa do not thrive on ground that is sour.

COUNCIL BLUFFS, IA.—We find that there is more readiness to purchase sweet clover and alfalfa as substitutes for red clover. Booking for future shipments have been rather poorer than last year.

Seed Movement in January.

Receipts and shipments of flaxseed, timothy and other grass seeds to and from the principal markets during January, with comparative figures for January, 1918, were as follows:

	FLAXSEED.		Shipments	
	1919.	1918.	1919.	1918.
Chicago, bus.	131,000	50,000	.....	.....
Minneapolis, bus.	557,740	533,250	166,310	46,820
Winnipeg, bus.	320,100	400,400	.....	.....
Duluth, bus.	215,567	87,105	347,833	127,806
Milwaukee, lbs.	31,500	70,310	23,141	.....
Ft. William	241,790	360,442	170,884	228,283
TIMOTHY.				
Chicago, lbs.	1,578,000	2,006,000	1,659,000	1,720,000
Toledo, bags	3,599	5,092	2,767	1,603
New York, bags	.....	.....	6,391	.....
Milwaukee, lbs.	30,000	360,858	105,523	42,840
CLOVER.				
Chicago, lbs.	1,974,000	1,079,000	984,000	908,000
*New York, bags	4,543	.....	2,835	.....
Toledo, bags	3,211	4,510	6,712	11,504
Minneapolis, bags	115,818	37,504	1,331,253	1,494,470
Milwaukee, lbs.	221,776	568,879	101,297	566,840
*Ft. Wm.	1,809,470	2,257,750	914,870	830,810
OTHER GRASS SEEDS.				
Chicago, lbs.	1,108,000	1,177,000	1,098,000	451,000
Toledo, bags	883	1,047	1,372	1,566
*Includes timothy and alfalfa.				
†Mixed seeds.				

Dealers are just beginning to show interest and probably by the middle of the month we will look for increased buying. We think the demand for red clover will be curtailed. However, as this commodity is a very short crop, it will undoubtedly all be needed. We do not think there is a large carryover in seeds as practically all varieties are a short crop.—C. G. Ouren, Ouren Seed Co.

ST. LOUIS, Mo.—Chas. A. Wilson has been appointed seed inspector of the Merchants' Exchange.

OKLAHOMA CITY, OKLA.—The three-story brick building and contents owned by the Barteldes Seed Co. of Lawrence, Kan. burned, the loss being estimated at \$125,000. A carload each of cottonseed and peanuts 9,000 lbs. of onion sets and a stock of seed corn, millet seed and garden seed were destroyed.

TOLEDO, O.—Some large bean dealers want trading in bean futures here. It takes more than a wish to establish a future market. Chicago tried it on rye and barley but it has not been attractive to traders. There must be a general demand. It must start on a popular basis. There must be convenient storage, also a fair and popular contract grade. It must be of sufficient importance to attract everybody who is interested in the commodity. It must be located where natural conditions will help develop it.—C. A. King & Co.

FARGO, N. D.—Retail dealers are beginning to show some interest in purchasing seed for the coming spring, but as yet the demand has not developed as we anticipated and is not as keen as it was at this time last year. Good crop conditions in this territory last year have doubtless been responsible in part for

this condition, as well as the fact that we have not had the excessive federal propaganda this season urging farmers to plant large crops, etc. Do not believe that any noticeable amount of clovers and coarse seeds will be carried over to another season in this section. Extremely dry summer conditions for the past two years have materially reduced the acreage of field seeds, and consequently the yield although we find there are more of these products appearing still in the farmers hands, and do not believe that it will be necessary for us to ship in a great deal of clover and other grass seeds for our own local use. As a matter of fact there may still be a slight surplus of timothy on the farms. Demand for seed corn is good, and all of the coarse grains are beginning to move at this time.—Magill & Co.

Objectionable New York Seed Bill.

A new seed bill entitled: "An Act to amend the agricultural law, in relation to agricultural seeds and the sale thereof," has just been introduced in the New York assembly and is known as No. 185. Int. 183.

It calls for an absolute percentage of purity and germination which is an impossibility, as a margin of tolerance is always necessary. It also provides that: "When seeds are not sold from a place of business where agricultural seeds are kept for sale, as such, it shall be presumptive evidence that such seeds were not sold or exposed for sale for seeding purposes."

This exemption would permit the farmers to buy seeds from other people and sell them which would act as a discrimination against the seed dealer.

Eastern Canadian Grain Dealers Organize.

The Eastern Canadian Grain Dealers Ass'n with headquarters at Toronto is a husky infant. The membership which numbers 75 is made up of men who have long been in business in the Provinces of Eastern Canada, and was secured without making a canvass thruout the district. New members are constantly being secured which augurs well for its continued success. The organization of the ass'n has been along the lines similar to that of the Northwest Grain Dealers Ass'n.

The officers are: Pres., A. O. Hogg; sec'y, T. F. Harcourt; treas., A. E. McCuaig, all of Toronto, and vice-pres., F. W. Hay, Listowel. The directors are: J. A. Burns, Hamilton; F. R. Slater, Woodstock; R. F. Spratt, Lindsay; J. C. Fowls, Campbellford; H. White, Shelburne; W. H. Dwyer, Ottawa; H. H. Goode, J. T. Phillips, B. Faessler, D. Plewes, J. S. P. Thompson, all of Toronto, and A. E. Copeland, Midland. Members of the Executive Com'te are: J. T. Melady, chairman, A. O. Hogg, H. H. Goode, J. T. Phillips, Chas. Faessler, D. Plewes, J. S. P. Thompson and T. F. Harcourt, all of Toronto.

THE SOIL IMPROVEMENT COM'ITE of the National Fertilizer Ass'n has issued a booklet on "The Manufacture and Chemistry of Fertilizers" and "Some Present Day Problems in the Fertilizer Industry." The first named is the subject of an address delivered by J. E. Breckinridge at the salesmen's conferences at Boston and New York, Sept. 4 and 6. The last is part of an address prepared by Geo. H. Nash for presentation before the conference at Baltimore, Md., Oct. 10 and 11.



Sell Seeds That Grow

The importance of continuing to keep production at a maximum is equally as urgent now as at any time in the past. This makes it incumbent upon seedsmen to supply their customers with high quality **GRASS SEEDS, FIELD SEEDS and SEED GRAIN**. Selling seeds of **HIGH PURITY** and **STRONG GERMINATION** is of vital importance to all concerned. Follow the principle of "Safety First" and order

PURISCO BRAND SEEDS

as early as possible to insure prompt shipment. Quotations and samples upon request.

BUYERS and SELLERS

Timothy	Sweet Clover	Millets	Sowing Rape
Red Clover	Hungarian	Sunflower	Rye Grass
White Clover	Blue Grass	Orchard Grass	Field Peas
Alsyke	Red Top	Alfalfa	Seed Grain, etc.

ASK FOR SAMPLES AND PRICES OF **PURISCO WHITE SEED OATS AND SEED BARLEY**

Our present stocks permit the offering of special values in various grades of Alsyke, White Clover, Timothy and Alsyke mixed and other mixtures for pastures.

Encourage the planting of Field Peas by your farmers where high-grade green fodder or nutritious hay is desired. Field peas are also an excellent fertilizer and enricher of the soil.

We will be pleased to furnish samples and prices of our Lawn Grass Seed, several brands, upon request.

The Illinois Seed Company

349-369 E. North Water Street

CHICAGO

Supply Trade

MUNCY, PA.—J. Hess Bailey, treasurer of the Robinson Manufacturing Co., died recently at his home here. His death was due to paralysis.

THE MAN with a full meal often forgets it will not last forever. So it is with the man who places one-time advertisements.—*Graphite*.

ALTON, ILL.—The Alton Mill Furnishing Co. has been incorporated with capital stock of \$75,000. Incorporators are William Shook, Ella V. Shook and O. H. Kramer.

PEORIA, ILL.—Fire starting on the second floor of the old mill of the Peoria Cordage Co. Feb. 1 did damage of about \$35,000. Eighty persons were at work in the building, but all escaped.

CHICAGO, ILL.—A. K. Bentley has been transferred from the Portland office of the Burrell Engineering & Construction Co. to the Chicago office, where he is now acting as Sales Manager.

MINNEAPOLIS, MINN.—Machinery and stocks of the Howe Scale Co. and the Link Belt Supply Co. were considerably damaged by fire recently. The Howe Scale Co. suffered loss of about \$10,000, and the Link Belt Supply Co. about \$7,500.

SCHUYLER, NEB.—C. L. Trapp and D. P. Moore have formed a new partnership, the firm name being Nebraska Grain Dump Co. They have placed on the market a patent, originated by Mr. Trapp, a new grain dump for mills and elevators.

KANSAS CITY, MO.—J. H. Sherman, who was formerly connected with firms engaged in elevator construction, and who more recently has been in the army, has returned to civil life and will engage in the building business on his own account. He will operate under the firm name of the Sherman Engineering Co., with offices in this city.

MINNEAPOLIS, MINN.—The Cuthbert Co. has established headquarters here with M. Isaacs as special sales representative. The company has taken over the interests and rights of L. E. Taylor & Co. for the Englehart Spout Holder, and will also handle other devices for use by the grain trade. It is proposed to locate a factory here in the near future.

CHICAGO, ILL.—The Sixth National Foreign Trade Convention will be held in this city Apr. 24, 25 and 26, with headquarters at the Congress Hotel. This convention is held under the auspices of the National Foreign Trade Council, of 1 Hanover Square, New York City, and the purpose of this year's convention will be to consider the place of foreign trade as a factor in stabilizing American industry.

PASSAIC, N. J.—The Hygeia Respirator Co. has begun the manufacture of the Diamond-Mask Respirator. As the name implies, it is a diamond shaped protector for the mouth and nostrils. The outer edges of a light grade of leather fashioned to fit under the chin and over the nose and the center a diamond-shaped piece of closely woven silk with a sponge pad on the under side which may be saturated with a disinfecting solution. The whole fastens by means of rubber bands attached to each side which clasps at the back of the head.

OKLAHOMA CITY, OKLA.—The engineering dept. of the local office of the Burrell Engineering & Construction Co. will be removed to Kansas City, leaving only the sales office here. E. Lee Heidenreich, Jr., will have charge of the Kansas City office.

INDIANAPOLIS, IND.—Closer co-operation by the building supply dealers during the period of readjustment was urged at the opening session of the convention of the Indiana Builders Supply Ass'n recently. In his opening address, Pres. John Suelzer, Jr., of Fort Wayne, recommended that the Ass'n go on record as favoring the return of the railroads by the government to their owners as soon as possible.

F. T. MILLER, director of the division of public works and construction improvements of the Dep't of Labor, has issued a statement pointing out that the United States is a "Going Concern" with an assured future, and urging the immediate resumption of building activities as a national asset. Mr. Miller describes deferred construction as a part of our war debt, the first to be paid, because thru reconstruction we are making good our impaired facilities and putting ourselves into better condition to repay the remainder of our debt.

PITTSBURGH, PA.—Production of pig iron in 1918 was about 38,900,000 gross tons, and present capacity is fully 45,000,000 tons, with new blast furnaces under way that will add more than a million tons. During December the industry was somewhat slow, due to the decreased demand, and production is expected to decline greatly within the next few weeks. No new demand is making itself seen, and in the circumstances it is said that it will probably be relatively easy to maintain prices, as there is no incentive to cut them.

THE DECREE of the District Court of the United States for the Eastern District of Pennsylvania in the bill by the Union Special Machine Co. against the Quaker City Flour Mills Co. has been vacated and the record remanded, with directions, by the Circuit Court of Appeals. Direction is given to enter a decree adjudging certain claims of Bigelow's patent, under which the Union Special Machine Co. manufactures a machine for sewing the mouths of filled bags, as valid and infringed, and to issue an injunction thereunder. No question of title or accounting was involved, the purpose of the parties being to make the case a test between the two manufacturers. The issues at controversy were validity and infringement.

ONTARIO will build 5,000 miles of provincial highways some of which will connect with the cities of the United States and which when finished will make a permanent roadway from Detroit to the Gulf of St. Lawrence. The building of this system of trunk roads is part of the government's plan to avoid an over supply of labor now that the war is ended. The province pays half the cost. The longest stretch is the 600 miles from Windsor to the Ottawa River. This connects with the Ottawa-Prescott highway already improved to the St. Lawrence River. Another trunk line will extend from Hamilton to Niagara Falls, making an almost direct line from Detroit to Buffalo. All returned soldiers will be given an opportunity to work on the roads and many of them will be experienced, having done that kind of work in France. Civilians will also be urged to take up road building.

Fertilizer Facts for Elevator Men.

BY J. W. HENCEROOTH.

Grain men who make it a part of their business to sell commercial fertilizer and who go about the business in an intelligent way have increased the crops in their vicinities materially.

The grain man naturally and logically is the man to sell the fertilizer needed in his territory. Sooner or later samples of all the grain crops from practically every farm in his particular territory come under his observation, go over his scales or through his tester. He is, or ought to be, the best posted man in any community on the crop capabilities or deficiencies of the soil in that particular neighborhood. He comes into closer personal touch with the men who work that soil and who grow the crops he buys and ships. He has a better opportunity than has any other man to advise the farmer what he ought to do to increase his yield and improve his quality.

The grade and the quantity of grain which is grown upon any particular soil is a very good index to the quality of that soil. The grain man who will devote a little study to the composition of the soils of his trade territory, who will acquaint himself with the plant food constituents normally to be found in the soils common to his neighborhood, and who will acquire the knowledge of what is needed to bring each variety up to the maximum of its productive capacity, will put himself in a position to be of incalculable help to his community. The necessary information is not extensive, neither is it difficult to ascertain, or hard to apply. The state agricultural college, the nearest experiment station, the county agent, the Soil Improvement Committee of the National Fertilizer Association, Chicago, all are sources of abundant information and all will be glad to furnish it upon request. The grain man who will devote so much time as may be needed to acquire this information, who will carry a stock of commercial fertilizer especially fitted for the soil needs of his locality and who will urge its use upon farmers, will not alone vastly increase the quantity and quality of the crops in his territory, but he will make his own business better and more profitable.

POTASH from the Nebraska fields is no longer in demand at the exorbitant prices that prevailed during the war, and as a result, fortunes that were climbing into the millions at a tremendous rate are at a standstill.

To Investigate European Conditions.

J. Ralph Pickell, editor of the Rosenbaum Review, has gone to Europe to investigate food, commercial and industrial conditions jointly for his publication and for a branch of the federal government. Preparations for the trip have been in progress for several weeks, and Mr. Pickell will spend some six or seven months abroad.

Conditions in Europe at present present many angles that are wholly without an historic precedent. Those conditions are exerting a great influence on our own affairs, and will probably exert an even greater influence in the future, so that it is quite necessary that they be given careful study and investigation.

Mr. Pickell's mission will take him to practically every European country that has been affected by the war.

Motor Trucks Shown at Chicago.

The annual motor truck show of the Chicago Auto Trade Ass'n was held in the Coliseum and the First Regiment Armory Feb. 3 to 6, following a similar exhibition of passenger cars which lasted for several days.

The growing practice of using motor trucks in hauling grain from farms to country elevators makes the truck of much interest to grain dealers. Some problems connected with the handling of trucks in the elevator have already presented themselves, and they have been found difficult of satisfactory solution. The fact remains, however, that more and more grain is to be hauled in trucks in the future, and it is absolutely necessary that some means be devised for quickly unloading them.

Talks with salesmen representing motor truck manufacturers having cars on exhibition at the show disclosed the fact that the true difficulties involved in the dumping of grain from truck bodies in a way that will be both speedy and economical are not sufficiently appreciated by truck and body makers.

The hoist used by coal dealers and contractors for lifting the front end of the truck body to cause the load to slide out the rear end is furnished by several makers, and it may be either hand or power operated. The power hoists are usually of the hydraulic type. An FWD truck, equipped with a hydraulic hoist, and with a body suitable for hauling coal, crushed rock, or other heavy material, is shown in the accompanying engraving.

It appears probable that few farmers will care to invest the money required to purchase a truck with a hydraulic hoist, altho many of them will be willing to install a hand operated hoist on their trucks. This, however, is not entirely satisfactory, for the reason that it is a rather slow method of lifting the load, and it requires considerable effort on the part of the elevator man or the farmer to do the work.

Those elevators which are equipped with an overhead, power operated hoist for lifting the front end of wagons seem to be the most fortunately situated. If the truck body is hinged at the rear end it is a simple matter to attach the hoist cables to the front end, and thus to lift the front end of the box and cause its contents to slide into the dump sink thru the trap door.

For unloading those trucks with a stationary body, one ingenious elevator

builder has equipped some elevators with an ordinary power shovel. One end of a cable is attached to the shovel itself, while the other end is fastened securely in the upper part of the driveway. A truck is driven into position over the trap door, and the end gate removed. Then the shovel is placed into the grain at the front end of the truck body, and the truck is driven forward. The truck is thus made to empty itself by its own power. In some cases it will be necessary to repeat the operation two or three times to remove all of the grain, and always the box will have to be swept. While this method is much easier than hand shoveling, it does not equal in efficiency some means of actually dumping out the load.

Impatient of Government Interference.

This feeling of impatience with Government control of trade and commerce is increasing daily not alone in this country, but likewise in other free nations. Our columns and those of our contemporaries at home and abroad are full of protests against the continuance any longer of bureaucratic control. The spirit of the times is only too impatient of control of any sort, good or bad.

Unfortunately, there are but few signs that control of the grain trade is about to be abandoned; indeed, we read of a new Allied Council being organized by which the importation of grain into Europe is to be carried on for an indefinite period, and reasons are put forward showing the necessity of the measure. It is always the same tale. Once bureaucracy has got itself instituted in any sphere of the national economic life, there are always good reasons to be found by those interested, why it is necessary to continue its existence for a while longer. Finally, the new department becomes a part of the State machine, and a new generation comes into being, and thru ignorance of the old and better way is content to submit to the rule of the bureaucrat, until eventually "things begin to happen" as have happened in Russia and the Central Powers recently.

Why should it be expected that Mr. Hoover and his band of 40 experts will be capable of carrying on the international grain trade more efficiently than would the organized grain traders of the world if left free to do so? Mr. Hoover, before he became the successful distributor of America's magnificent charity to the Belgians was, we believe, a mining engineer. How can it be expected that he will

Food, Commercial and

INDUSTRIAL CONDITIONS through-out Europe are now being investigated by Mr. Pickell. His illustrated special articles will appear exclusively in the

Rosenbaum Review

beginning Feb. 15. Be informed on these important topics—order your Reviews today. \$2 per year; \$1 for 6 months.

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CHICAGO

improve on the methods of a trained and organized body of grain traders in supplying Europe with imported grain during this and future seasons?—*Corn Trade News, Liverpool, England.*

Three Regulations Repealed.

The repeal of three rules affecting elevators and dealers handling wheat, rye, corn, oats and barley has been announced by D. F. Piazzek, agt. for the Food Administration, effective Feb. 1. They are:

Rule 5: Wheat under control limited to 90 days' supply.

Rule 6: Wheat sold shall not give buyer more than 90 days' supply.

Rule 7: Contracts must provide for shipment within 60 days.

A presidential proclamation, effective Feb. 1, removes requirement of license under the Food Control Act in a large number of cases and repeals regulations covering those whose licenses have been cancelled. The following, only, now remain under license:

Importers and distributors of wheat, corn, oats, rye and barley. Elevators and warehouses storing wheat, corn, oats, rye, barley and rice. Importers, manufacturers and distributors of fresh, canned or cured beef, pork or mutton, cottonseed, cottonseed products, lard, butter, eggs, and sugar. Importers and manufacturers of rice, rice flour, wheat flour and wheat mill feeds. Cold storage warehousemen.

Rules 1, 3 and 9 continue in effect. Rule 1, refers to storage space for grain and grain products; rule 3, to storage in seaboard elevators being limited to 30 days; and rule 9, to grain to be sold at reasonable advance over cost, hedging considered.



The Four-Wheel Drive Dumping Truck for Grain.

Supreme Court Decisions

The war measures embodied in the rules of the Milling Division of the United States Food Administration did not invalidate prior contracts to purchase flour.—*J. C. Lysle Milling Co. v. Sharp*. Kansas City Court of Appeals. 207 S. W. 72.

Carrier was liable for negligence in diverting shipment, resulting in loss of the goods, though negligence of agent was not sole cause of loss, but concurred with that of connecting carrier.—*Texas Midland R. Co. v. Cummer*. Court of Civil Appeals of Texas. 207 S. W. 617.

Interest on Claim.—In an action against a carrier to recover for goods destroyed by fire, plaintiff cannot recover for interest on the amount of loss, where its complaint or statement asks no interest.—*Central Nat. Bank v. Pryor*. St. Louis Court of Appeals, Missouri. 207 S. W. 298.

Carrier's Delay.—A carrier cannot justify 17 hours' delay, on the theory that it was complying with the federal law, prohibiting the working of a train crew more than 16 hours at one time, for it will be presumed that a railroad company has more than one crew.—*Kansas City, M. & O. R. Co. v. Cliett*. Court of Civil Appeals of Texas. 207 S. W. 166.

Where to File Claim.—Stipulation of B/L covering interstate shipment, requiring claim for loss, damage, or delay to be made in writing to carrier at point of delivery or of origin within four months, etc., was satisfied by claim to freight claim agent of carrier, though not at point of shipment or of origin.—*Babbitt v. Grand Trunk Western Ry. Co.* Supreme Court of Illinois. 120 N. E. 803.

Forged B/L.—Where general agent of railroad issued exchange B/L for a forged bill without ascertaining whether the goods had been received, the railroad is liable under Rem. Code, § 3385-23, to innocent third party, who, in reliance on exchange bill issued by railroad, purchased exchange bill in good faith for value, without knowledge of circumstances under which it was issued.—*Chas. W. Johnston Lumber Co. v. Great Northern Ry. Co.* Supreme Court of Washington. 176 Pac. 343.

Void Limitation of Carrier's Liability.—Invalidity of shipping contract under Interstate Commerce Act (U. S. Comp. St. 1916, § 8563 et seq.) does not preclude shipper from recovering for loss or injury to goods by reason of carrier's negligence, or from injury due to delay in transportation, or for damages caused by carrier willfully misrouting goods, compelling shipper to pay higher rate of freight.—*C. & G. R. Co. v. Manby*. Court of Civil Appeals of Texas. 207 S. W. 157.

Acceptance of Draft.—Where the drawer of bill of exchange presents it to his bank which transmits it to defendant bank, which pays it by its cashier's check under an agreement with the drawee, incloses the remittance in an addressed and stamped envelope, and mails it, such action makes defendant's acceptance a finality, depriving both it and the drawee of the right to withdraw the acceptance given.—*Farmers State Bank of Jacksonville v. Burrus Mill & Elevator Co.* Court of Civil Appeals of Texas. 207 S. W. 400.

Carrier Not Liable for Misquoting Rates.—In suit to recover undercharges on interstate shipment, shipper could not recover damages due to misquoting of rate by defendant's agent and to failure of defendant to post latest tariff in its station as required by Interstate Commerce Act Feb. 4, 1887, § 6, as amended by Act March 2, 1889, § 1, and section 9 (U. S. Comp. St. 1916, §§ 8569, 8573), in view of construction placed upon said act by the United States Supreme Court.—*St. Louis, I. M. & S. R. Co. v. Wood*. Supreme Court of Arkansas. 207 S. W. 32.

Breach of Contract for Charter.—While liens on vessels which are of a maritime nature may be given by state statute which are not cognizable and enforceable under the general admiralty law, Gen. St. Minn. 1913, § 8318, declaring that every vessel used in navigating the waters of the state shall be liable for nonperformance of any contract of affreightment, etc., did not give a lien on a vessel used in navigating the waters of the Great Lakes for breach of a charter party to carry grain from Minnesota to Ohio.—*Corsica Transit Co. v. W. S. Moore Grain Co.* U. S. Circuit Court of Appeals. 253 Fed. 689.

Insurer's Recovery from Carrier.—Where a B/L provided that the carrier should have the benefit of insurance, and the policies procured by the shipper contained the warranty by assured, "free from liability for merchandise in possession of any carrier, who may be liable * * * and for merchandise shipped under * * * stipulation that carrier may have benefit of insurance," the advancement as a loan from the insurer to the shipper, after loss, of amount covering damage, shipper agreeing to sue carrier, preserved to the insurer the right of reimbursement from carrier.—*Luckenbach v. W. D. McCahan Sugar Refining Co.* Supreme Court of the United States. 39 Sup. Ct. Rep. 53.

COTTONSEED OIL has been found to be so suitable for human food, when properly treated, that a large proportion of the 350,000,000 gallons produced in the world is now so used. One half of the 11,000,000 tons of cottonseed grown in the world is grown in the United States. Because of the quality, the export price of oil manufactured in this country is about 50% higher than that which is imported.

THE COST of producing an average bushel of wheat in Ohio is \$2.12, according to estimates made by the Ohio Experiment Station. These figures were secured from the average cost of producing crops for a 10-year period from 1906 to 1915 as determined by the Experiment Station, a fair compensation being added for the advance since 1915 in cost of rent, labor, machinery, seed and fertilizers. For the period from 1906 to 1915 the labor cost per acre was \$9.86 compared to \$15.86 for 1918, it being figured that the field labor on an acre of wheat was 27 man hours and 38 horse hours, man labor being figured at 25 cents, and team labor at 30 cents an hour. With the average cost of man labor increased to 35 cents an hour, the cost of wheat reaches the price first above mentioned, for the state's average yield which is put at 16 bushels to the acre. With one-third of the value of the crop set aside for rent, this amounts to \$10.40 for 1918 as compared with \$4.75 for the average of the ten-year period. The increase in the cost of fertilizers to the acre has been from \$1 to \$1.60 in 1918.

Feedstuffs Movement in January.

Receipts and shipments of feedstuffs at the various markets during January, compared with January, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Chicago, lbs.	43,346,000	33,209,000	57,778,000	46,408,000
Cincinnati, cars	110	.....	.....	.....
Kansas City, tons	1,940	4,120	11,440	10,120
Minneapolis, tons	16,711	7,334	53,857	51,635
New York, lbs.	600,000	.....	1,676,000	.....
St. Louis, tons	32,170	51,710	134,860	147,420
Wichita	5,000	6,000	5,000	6,000
Winnipeg	59,000	56,000	.....	.....
Milwaukee, tons	3,720	2,370	13,778	14,407
San Francisco, tons	65	654	.....	.....

Feedstuffs

NORFOLK, VA.—G. W. Hodges Feed & Produce Co., incorporated, capital stock, \$20,000. The new company will do a feed and milling business.

BUFFALO, N. Y.—The Park & Pollard Co.'s new feed mill is in operation. Howard J. Smith is buyer. The output will soon average 50 cars a day.

THE WORDS "Bob White" over a picture of a quail is the lately registered trademark of the C. E. De Puy Co., Pontiac, Mich., under serial No. 113,561.

THE GOLDEN GRAIN MILLING Co., East St. Louis, Ill., has registered "Big Ben" as its trade mark for feeds for horses, mules and other animals, under serial No. 113,520.

CHATTANOOGA, TENN.—The plant of the Chattanooga Cereal Co. was burned on Jan. 28. The loss is estimated at \$100,000. The plant was new, and had delayed opening until the end of the war.

HAMMOND, IND.—The Nowak Milling Corporation with headquarters at Buffalo has incorporated in the state of Indiana, with capital stock of \$50,000 to manufacture grain and mill feed. W. W. Nowak is agt.

HALF RATES on shipments of mill feeds into Kansas, application for which was made by the State Board of Agriculture, have been denied by the Railroad Administration. Reduced rates granted to some of the Southwestern States have been withdrawn.

A FEED MILL and elevator will be built at Minneapolis by the Schreiber Milling & Grain Co. of St. Joseph, Mo., on a site obtained from the Washburn-Crosby Co. The company's principal product is mill feed for stock and it is establishing a number of branch plants.

"BAR NUN," repeated in the vertical and horizontal sections of a Maltese cross is the trademark registered by the Blatchford Calf Meal Co. of Waukegan, Ill., for its compounded ground feed, particularly a mash known as a laying-mash for poultry, under serial No. 112,827.

THE TRADEMARK registered by the Golden Grain Milling Co. of East St. Louis for its stock feed is the word "Energy" extending horizontally across a diamond shaped shield in the center of which and forming a background are the letters "N R G." The serial number is 113,998.

AN ATTEMPT to abolish the license fee system of feed inspection is being made by the Wisconsin State Millers' Ass'n. To this end, a special com'te consisting of the following members: H. F. Gustavus, Oshkosh, chairman, Charles H. Dodge, Wausau, and E. O. Wright, Menomonie, with E. J. Lachman, sec'y and treas. of the state ass'n, was appointed at the annual meeting of the ass'n to appear before the state legislature now in session. The plan includes the addition of a division of feed inspection to the State Department of Agriculture, the cost of which is to be borne by the state thru a regular appropriation such as made for the other divisions of the department. The bill now before the assembly for a per ton tax of 10 cents in lieu of the annual license fee of \$25, will be strongly opposed by the state ass'n, because millers feel that they are being discriminated against.

THE PRICE establishing plan for cottonseed and its products, put into effect in September, will continue thru the present season, if all parts of the industry co-operate, so the food administration has notified the cottonseed interests. A base price of \$71 a ton for seed is maintained under the stabilization plan.

LEXINGTON, NEB.—An alfalfa meal mill is to be established at this point by J. M. and C. M. Robinson, representing the Western Alfalfa & Milling Co. of Grand Island, which is operating in 14 states. The site of the old mill has been leased and arrangements are being made to install a mill with a capacity of 100 tons a day. Large quantities of alfalfa have been shipped from this section during the past year.

AN INQUIRY into the present high price of bran and shorts by a legislative com'te was held at St. Paul, Minn., last week. F. W. Peck, statistician of the University farm, testified that the price of bran for the past ten years had been too high compared with its feed value, but that it was much too low when limited by food administration restrictions. The inquiry was under a resolution by C. M. Bendixen, chairman of the investigating com'te.

DECATUR, ILL.—Embargoes, poor transportation facilities and the prohibition wave have affected the corn milling business to such an extent that the plant of the American Hominy Co. has been closed and officials say that they do not know when it will be reopened. Plans for adding a sixth story to the mill building are going forward, because the contracts were let last fall and the materials had all been purchased. The estimated cost is \$10,000.

APPLICATION FOR LICENSES to export oil cake and oil cake meal to Canada, Central America, South America, Mexico, Cuba and the West Indies will now be considered by the War Trade Board. Exporters should acquaint themselves thoroly with the import requirements of the countries of destination before consummation of their business as in some of these countries the regulations which were in force prior to the signing of the armistice are still in effect.

A RESOLUTION endorsing unrestricted reciprocity with the United States was endorsed by the Manitoba Grain Growers in their annual convention, the measure being presented in the form of a resolution. Premier T. J. Norris advocated a tariff at 12% instead of the present 35 to 40 per cent.

Exports of Feedstuffs.

November exports of feedstuffs, compared with November, 1917, and for the 11 months ending Nov. 30, compared with the corresponding 11 months ending Nov. 30, 1917, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	November 1918.	1917.	11 mo. ended 1918.	1917.
Bran, midds., tons	398	209	6,739	5,607
Dr. gr. mlt. spts. tons.	209	28	217	960
Millfeed, tons	417	471	9,184	19,115
Corn oil cake, lbs.		15,625	67,350	5,534,636
Ctns'd cake, lbs.		562,840	1,383,250	279,990,465
Ctns'd meal, lbs.	811,175	5,867,583	5,915,921	113,669,673
Lins'd cake, lbs.	4,160,185	34,515,747	37,951,000	*111,666,294
Lins'd meal, lbs.	6,946,243	1,961,078	30,438,131	*11,916,678

*Figures cover period beginning July 1.

Mixed Feeds Cheaper.

Which is cheaper, home mixed dairy feed or the ready-to-eat feed?

The first thing to be considered is the nutritive value of the feed used. In dairy feeds, the average farmer uses his home grown grain and whatever else he can buy the cheapest—possibly one and hardly ever more than two concentrates. Commercial feeds are kept uniform by using a large variety of ingredients. Even if the farmer should be able to buy the proper ingredients, and should have the time and ability to mix them, he would be taking long chances because, not having a laboratory, he can not know the actual nutritive value of his mixtures. Grains vary from 8 to 20% in the amount of protein they contain, and not all farmers can grow all of the kinds necessary to make a properly balanced ration.

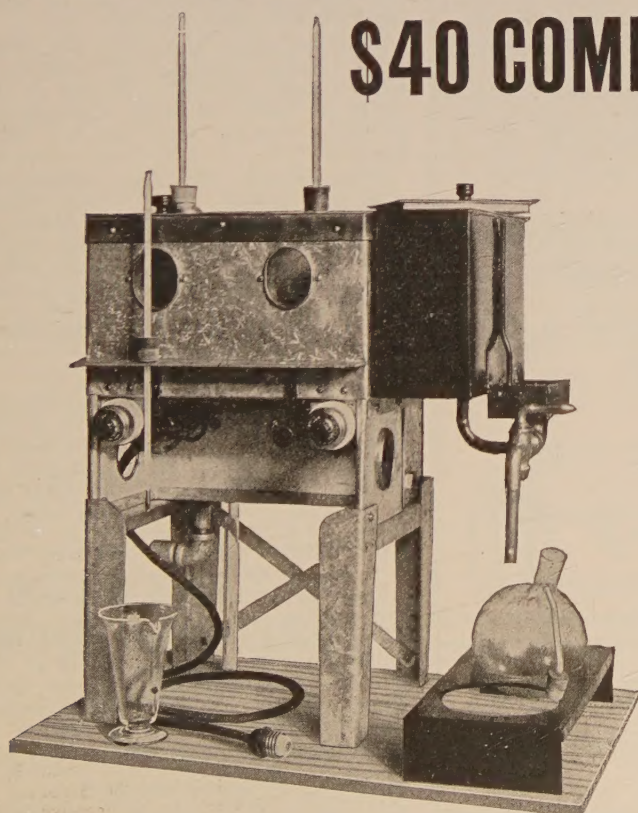
Ear corn is too high for feed and with the present necessity for conserving food, only by-products should be utilized for feeds.

The commonest mistake is to feed an unsuitable ration because the ingredients are ready at hand. Every man can try out a well established ready mixed feed alongside his own mixture, and he will soon see the results. He is taking no chances because reputable manufacturers keep their feeds uniform, something which he can not do. He is protected against fraud because every feed must be registered. Results are what count.

SCOTLAND for 1918 produced 3,213,748 bus. of wheat; 5,514,719 bus. of barley; 10,125,718 bus. of oats, and 265,901 bus. of beans, compared with 2,433,584 bus. of wheat; 5,639,744 bus. barley; 43,580,204 bus. oats and 237,424 bus. of beans in 1917.

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A liberal discount for quantities or for resale. This tester complies in all respects with government specifications (Bulletin 72). Made with one, two, four or six flasks. Brazed copper flasks, instead of glass, \$2.00 extra, each. Our electric tester will supersede all others. New heater coils, 10 cents each. Any one can replace them. An oil strainer tank with **self-measuring faucet** is included with each tester.

We offer also our improved tester with copper flasks and tubes for gasoline. **Free Booklet**

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HESS DRIERS

are used everywhere—for a very good reason.

Patents Granted

1,290,398, Oat-Sprouter. Harry A. Stevens, Aurora, Ill. The oat-sprouter is a combination of a collapsible support consisting of spaced U-shaped members, connected by longitudinal diagonal braces which may be disengaged to permit collapsing of the structure, and a plurality of pans supported by the members.

1,289,830, Bag-Holder. Gustave A. Leimecke, St. Louis, Mo. The bag-holder comprises a plate with an attached housing, having a bayonet slot in its side, bag supporting arms a member loosely mounted in the housing, a pin seated rigidly in the loosely mounted member and connecting it to the arms, it also being movable in the slot. A frame is secured to the pin which has bag engaging hooks on it.

1,289,756, Grain Elevator. Robert Henry Hayward and Charles Ward Brown, Winnipeg, Canada. The Grain Elevator is a combination of a cylindrical casing and a rotably mounted cross shaft passing centrally thru it, a disk permanently secured to the shaft and located adjacent to the inner side of one of the ends of the casing, a plurality of radially disposed wings secured to the disk and operative within the casing, having their front faces fitted with longitudinally extending ribs, located at the free edges and at intermediate points of the wings as and for the purpose specified.

1,290,821, Type-Recording Weighing Beam for Scales. Marlon H. Winslow, Terre Haute, Ind. The beam is a combination of a scale beam of a weighing scale, a main poise member movable thereon, a second poise member mounted on and movable longitudinally of the main poise member, the second poise member having bottom surfaces flush with the bottom surfaces of the beam, the bottom surfaces of the scale beam and second poise having type numerals adapted to register with each other in transverse rows, a lever pivoted to the main poise for forcing a card or ticket against the type for printing the total weight of the load, gravity operated pawls for holding the poise members in adjusted position, a bar rigidly connected with the main poise member and parallel with the lever for the hand to grasp while operating the lever and adjustable means for limiting the movement of the lever toward the bar.

1,290,405, Bag-Holder. Frank F. Suter, West Unity, O. The device is a chute having a discharge pipe provided with a flared terminus and a retaining band loosely mounted on the pipe above and adapted to have binding engagement with its flared terminus, the band being split at one portion and provided with yoke-shaped pipes connecting the ends of the band and stationed at right angles to it so that the yoke will lie against the discharge pipe substantially in the plane of the band.

1,288,335, Spout For Conveying Materials. William A. Whitmore, Galva, Ill. Ralph D. Whitmore, Executor of William A. Whitmore, deceased. The spout is a combination of a tubular grain spout section having an opening extending around substantially half its circumference extending to near each end of the section, which includes a connecting portion at each end to complete its tubular form and a portion adapted for insertion into the section to overlie the opening and overlap those portions of the sections lying at each side of the opening.

1,289,945, Grain-Shoe. Charlie L. Sockwell, Northwilkboro, N. C. The grain shoe comprises a plurality of superposed screens of different mesh with a valve controlled mouth between the screens and an independent mouth above the upper screen open-out at one side of the shoe, a hopper-like inclined casting secured to the upper end for conveying material into the extreme upper end of the grain shoe, the casting having its uppermost portion substantially elevated above the screening member, and means for adjusting the inclination of the grain shoe.

1,288,334, Grain-Spout. Ralph D. Whitmore, Galva, Ill. The spout is a combination of a spout section with an opening in its lowermost wall and with a removable closure inserted, covering the opening, which is adapted to receive the materials being conducted, a notch in the section at one end communicating with the opening, a stud on the narrow end of the enclosure to engage in the notch preventing a lateral displacement of the closure and means extending thru the other end of the section and closure for preventing lateral displacement of that member at that end.

1,289,598, Corn-Crib. Martin B. Armstrong, London, O. The corn-crib is constructed of a plurality of metallic sections, each being perforated by pressing out a plurality of integral tongues so that the body or depending portions of the tongues are in spaced relations and substantially parallel with the body of the sections, the joining portions between the tongues and the plate sections being slightly in-

clined from a right angle to each, and also inclined laterally from a central point to form a watershed, the tongues being widest at their points of connection with the sections and gradually decreasing in width to their ends.

1,288,126, Dust Collector. Joseph C. Muller, Ferdinand, Ind. The dust collector comprises a hollow body having an opening in the upper end, a hood removably secured upon the upper end of the body and surrounding the opening, the hood having conduits opening respectively into the top and sides of the opening and a plurality of inverted baffle cones arranged in the hood each of the cones being provided with a central opening in alignment with the conduit in the top of the hood and with a tapering side wall adapted to deflect a portion of the air passing thru the body toward the conduit opening into the side of the hood.

1,288,438, Method of and Apparatus for Drying and Cooling Grain. Fulton R. Morris, Milwaukee, Wis.; Cassius E. and Mark R. Morris, executors of the will of Fulton R. Morris, deceased; Cassius E. Morris, assignor of the entire right to Albert W. Strong, Minneapolis, Minn. The method of treating grain consists in passing the grain in a constant flow thru an apparatus comprising a drier chamber, a cooler chamber mounted beneath, the bottom formed by hoppers with discharge passages, both chambers having pervious air ducts to be buried within the grain, vibratory means to control the passage of the grain thru the discharge hoppers and regulate the rate of flow of grain.

Annual Report Tri-State Mutual.

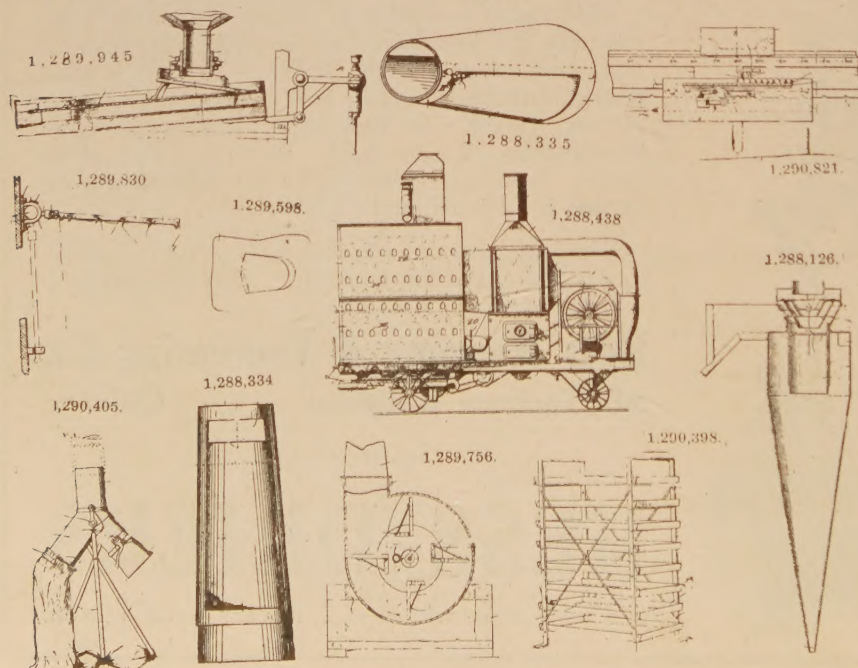
The annual report of the Tri-State Mutual Grain Dealers Fire Insurance Co. of Luverne, Minn., for the year ending Dec. 31, shows an increase in the amount of insurance in force during the year from \$3,590,264 to \$4,102,789.

The net fire losses for the year 1918 were \$11,421.06. Losses in process of settlement, \$6,000. Gross assets, Dec. 31 were \$85,901.14, against ledger assets of \$55,448.74, Dec. 31, 1917, the present assets including \$78,564.12 cash in banks and \$5,000 in Liberty Bonds.

Gross premiums for 1918 were \$78,947.51; return premiums, \$7,214.02; reinsurance paid, \$22,246.35; interest on deposits in banks, \$2,296.16; commissions, \$1,362.68; making total income, \$126,594.72.

Disbursements for rent, advertising, stationery, postage, legal expense, furniture, taxes, etc., were \$7,292.54; fire losses and premiums added made a total of \$42,290.13, leaving a balance of \$84,304.59. The dividend returned to policy holders in 1918 was 50% and since the organization of the company in 1902, \$210,438.28 has been paid in dividends.

UNDISMAYED by the moral and physical obstacles in the undertaking, the government has undoubtedly committed itself to a program of fixed prices, and with the following astonishing results: wheat that is bringing \$2.48 in St. Louis today, is selling at \$1.48 in Buenos Ayres, on the coast; corn that is worth \$1.70 New York, is a drug at 64¢ at Buenos Ayres; oats which are bringing 79¢ at New York are selling at 36½¢, Buenos Ayres. Should not the near failure of the Brazilian government in its attempt to corner the coffee market, prove an object lesson? Brazil has a practical monopoly in coffee whereas wheat is grown all over the world. If it weren't so demoralizing to the grain business, it would be interesting to watch the development of this attempt at control—and the inevitable smash.—Ichtertz & Watson, St. Louis, Mo.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

A WORKMEN'S COMPENSATION act is assured by the present Missouri legislature, but a hard fight is expected between the advocates of the "labor" measure and the "employers", or "Indiana" plan. The employers' bill provides for private insurance.

"YOU CAN'T STOP THE TORNADO" is a well illustrated and attractive folder advertising the windstorm insurance offered by the Grain Dealers Fire Insurance Co., which also has published a neat 12-page booklet on "How the Winds Are Manufactured" giving interesting information compiled by J. J. Fitzgerald on cyclones and tornadoes.

COMMUNITY FIRE PROTECTION for rural districts was urged upon the mutuals at their recent meeting at Springfield, Ill., by John G. Gamber, state fire marshal, who advocates the passage of a bill providing for automobile fire apparatus in small centers with the surrounding farmers contributing to the cost. At the same meeting the mutuals strongly opposed the proposal of the federal farm loan board to furnish insurance to farmers.

THE MILLERS NATIONAL INSURANCE CO., of Chicago, recently elected the following officers for the ensuing year: Pres., C. B. Cole, Chester, Ill.; vice-pres., Joseph Le Compte, Lexington, Ky.; directors, re-elected, Joseph Le Compte, Lexington, Ky.; A. Fassler, Topeka, Kan.; H. S. Helm, Minneapolis. A director will be elected later to succeed C. H. Seybt, former pres., now deceased. Mr. Cole has been associated with the company for the past 25 years and is entirely familiar with its policy.

THE MINNESOTA INSURANCE DEPARTMENT reports that for 1917 on grain elevators, brick and frame, the premiums received were \$306,518; losses, \$334,533. Ratio of losses to premiums, 109 per cent. Figuring that 55 per cent of premiums must be paid out for losses, the commissioner shows the average rate that has been paid on each class, and what the rate should have been to handle a 55 per cent loss ratio. The average rate on elevators was 1.75 per cent. To bring the loss ratio down to 55 per cent, the rate should have been 3.46 per cent.

FROM A FIRE INSURANCE standpoint, a well equipped, well cared for office generally means a safe risk. This isn't theory; our inspections show that where system prevails in the office, it prevails in the elevator. On the contrary, a disorderly office too often means a disorderly elevator. For that reason we have started a campaign for better offices. If we can bring offices up to a higher standard, we can reduce the number of fires in elevators, and fewer fires means a lower insurance cost. We feel that this is something that interests every policyholder of the "Grain Dealers" and we hope all will join in the campaign for better offices and fewer fires.—C. A. McCotter, sec'y Grain Dealers Fire Ins. Co.

FURNISHING FOOD for the liberated countries which stretch from Belgium to Poland and Armenia, until next summer, will cost \$400,000,000, according to the estimates of the supreme council of supply and relief which has had the question under consideration. The Council has asked the treasury departments of the associated governments to determine how the money can be provided. All the allied governments are willing to do their share, but there are some difficulties to be overcome, as the greater part of the

foodstuffs must come from the United States, the allied governments paying transportation charges and furnishing clothing, the amounts of the payments that will be made in this country will far exceed the \$100,000,000 which President Wilson asked Congress to appropriate. Herbert Hoover, director general of international relief, has proposed that a commission representing each of the four great powers be established in each of the countries, under the general term Relief to Liberated Countries.

WINDSTORM INSURANCE

THE "GRAIN DEALERS' WAY."

When a tornado strikes, the loss is always total, but the heavy winds that visit every section of the country take their toll too.

In 1918 we paid 75 windstorm claims ranging in amounts from \$3.00 to \$500.

A "Grain Dealers" policy gives you complete protection for windstorm damages.

A \$10,000 policy costs less than Five Cents a Day. Why not protect yourself NOW?

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C. A. McCotter

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Average Premium Return for 16 Years, 100% of the Deposit Premium.

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Dump
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers

Grain Triers
Gravity Cleaner
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
Portable Elevator
Power { Gas Engine
 { Kerosene Engine
 { Motors
Power Shovel
Sample Envelopes
Scales
Scarifying Machine
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Separator
Sheller
Siding-Roofing { Asbestos
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Transmission Rope

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Grain Dealers Journal, 305 So. La Salle St., Chicago



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Special Construction. Plans and estimates furnished free.

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are manufactured in only one quality and that is the "best" that can be produced at any money.

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Do not be caught unprepared.

We build Car Pullers that will handle

ONE CAR OR FIFTY CARS

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OUR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



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Your liability attaches if you don't protect your elevator and workers.

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